

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LXIV.]

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BIRTHS.

On September 28th, at Shanghai, the wife of H. L. NOBCK, of a son.

On September 30th, at "Lewknor," the Peak, the wife of Mr. W. SLADE, of a son.

MARRIAGES.

On August 25th, at the Real Basilica da ESTRELLA, at Lisbon, MADMOISELLE GERMAINE MARIE OUB, of Havre, to JOSE NOIASCO DA SILVA, of Imperial Maritime Customs, China.

On September 25th, at Shanghai, MILDRED MAY ACKERMAN of Canton, Cardiff, England, to JOHN GEORGE MACFARLANE.

On September 28th, at Shanghai, ROBERT MORGAN to MARY ANN HEE.

DEATH.

On October 2nd, 1906, at "The Chalet," Peak, Captain LIONEL AUBREY WALTER BARNES-LAWRENCE, R.N., fourth son of the late CANON H. F. BARNES-LAWRENCE, Bridlington, Yorkshire.

Hongkong Weekly Press.

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ARRIVAL OF MAIL.

The English Mail of September 7th arrived, per the ss. *Simla*, on Thursday, the 4th instant.

FAR EASTERN NEWS.

The resignation of Major A. M. Boistragon, Capt.-Supt. of the Shanghai Police, has been tendered and accepted.

The *Gazette* notifies that the registers of births and deaths kept at the Shamshipo Police Station, containing records from July 1st to 18th September were destroyed in the typhoon.

Under a regulation made by the Governor-in-Council the following fees shall until October 31st, be payable for the grant of a Sunday permit to work cargo:—Registered Tonnage—400 or under \$7.50; over 400 but not exceeding 700 \$10.00; over 700 but not exceeding 1,000 \$12.50; over 1,000 but not exceeding 1,500 \$15.00; over 1,500 but not exceeding 2,000 17.50; over 2,000 \$20.00.

A useful compilation that is always in demand by those interested in commerce with China has just appeared in a new edition. "The fifty years Anglo-Chinese Calendar, 1864-1913" is published at the *Daily Press* office, price \$2, and may be had from agents in every Far Eastern Port. To any other part of the world, the publishers offer to send it post free on receipt of money order for the price named. Previous compilations of the kind are out of print, the last from the same office being issued in 1889. The present handy manual covers fifty years dating from the first of the present Chinese cycle.

The Shanghai Taotai has caused the arrest of several natives engaged in secretly enrolling coolies for Mexico. The arrested men are said to be agents of two companies, which wished to get three hundred coolies each. It is stated that the majority of the enrolled coolies are natives of Pootung and this district. Some 600 coolies intended for work on the Mexican Central Railway were embarked some days ago on the str. *Bessie Dollar*, but owing to the neglect of those responsible for the recruiting to inform the Taotai and go through the proper formality there has been some delay in the dispatch of the vessel.

The annual meeting of the Hongkong St. Andrew's Society was held on Sept. 28th at the City Hall. Mr D. Wood presided over a large attendance. The report and balance sheet having been adopted, the President made a detailed statement regarding the growing expenses of the St. Andrew's hall, and suggested modifications for this year's ball were approved. Mr. T. Hough was elected president, Mr. J. Cruickshank, vice-president, Mr. W. Armstrong, secretary, and Mr. R. Macpherson, treasurer. The committee was constituted as follows. Mr. M. Stewart Hon. Mr. W. Chatham, Messrs. W. Wilson, W. Ramsay, and D. Wood.

The first general meeting of Messrs. Scharff's Oil and Bone Mills, Ltd., was held on Sept. 25th at the Company's offices at Shanghai. The Chairman said the meeting was called in order to comply with the provisions of the Hongkong Companies' Ordinances. The Company was registered on May 31 and the buildings and property had been repaired as far as was found necessary. All the machinery had been ordered and the first batch was now in course of shipment. Of the capital of the Company, of which \$120,000 were issued for present requirements, 201 shares had not yet been applied for, and shareholders were open to acquire any of the balance.

On Oct. 2nd was the Chinese Mid-autumn festival, or Feast of Lanterns. The Chinese dragon flag and coloured banners were flying from the top of many Chinese houses in China town, and in the evening there were illuminations and a good deal of feasting and singing in the various eating houses. The festivities in Hongkong lacked the usual enthusiasm this year, we understand, owing to the depression in business and the immense loss of lives in the typhoon. The day was observed as a holiday by the Chinese press.

The spread of education and the art of printing in Japan has caused an increasing demand for printing paper. The production from the Japanese mills has been found to be inadequate to meet the demand and this was more keenly felt during the war. In consequence there has been a marked increase in the importation of printing paper and pulp in recent years. The promising nature of the papermaking industry in Japan may be gathered from the proposed establishment of several new mills, the largest of which is to be built at Nakatsu, Gifu Ken, on the central line, while schemes are in contemplation for the extension of many existing factories.

It is reported in the *Jih-Jih* says the *China Times* that by instructions from the British Government, Sir John Jordan has requested from the Waiwupu a further explanation of the Imperial Decree issued on May 9 concerning the appointment of T'ieh Liang and T'ang Shao-i as Controllers-General of the I. M. C. Sir John points out that the demarcation of authority between the new Controllers-General and the Inspector-General (Sir Robert Har) is not clearly defined in the Decree. Moreover some of the recent acts of their Excellencies T'ieh and T'ang have been contrary to the stipulations of the loan agreements concluded between China and Great Britain and Germany.

The *China Times* reports:—It is reported in the native Press of Peking that the Chinese Government has made arrangements with the Japanese Minister, Mr. Hayaashi, regarding the restoration of Yingkou to China and the abolition of the Japanese Military Administration Office there next month. H. E. the Viceroy Yuan has been advised by the Waiwupu to hold the officials and police constables who have been specially selected for service in that treaty port in readiness for dispatch to Yingkou next month to take the places of the Japanese. The Viceroy has selected 300 police from the Tientsin City police, 50 men from the Tientsin Sanitary Office, and 30 native detectives placed under the command of Major Tsui Hsiang-kun, who is now at Yingkou making the necessary preparations.

Considerable feeling has been raised in Canton through the exaggeration of an incident which took place there on the 16th instant. A blue-jacket from the American cruiser *Concord* became helplessly intoxicated on shore and when staggering along the Sh-meen stumbled against a native boy who was knocked into the creek. However he was pulled out without being any the worse. The matter was brought to the notice of the American Consul-General and the offender was at once tried by court-martial and sentenced to ten days' imprisonment in double irons and to forfeit \$8 pay. Chinese witnesses were taken on board and the inquiry was very thorough, showing that the affair was accidental and not wilful on the part of the bluejacket.

HONGKONG LEGISLATORS AND THE PUBLIC.

(Daily Press, October 1st.)

The community by now has had time to digest the eleven solid columns of information provided by its legislators, as retailed in our last two issues. As usual, most of the items had been considered already by the public, from one point of view or another, and the various speakers at the Legislative Council advanced no particularly new facts or arguments. The Hon. Mr. HEWETT dwelling at length on the estimates, adopted on the whole, and in the not very cheering circumstances, a wholesomely optimistic tone. Taking the points as they are recalled to memory, rather than in sequence, it is worth noting that Mr. HEWETT made one remark not intended to apply to His Excellency the GOVERNOR's objection to loans, but which might properly be seized upon as applicable. His sound remark that "the question of deferring public works to balance the budget is a policy which can only be followed for a year or so at the most", sufficiently implies that past generations have not paid for so many benefits as the present generation, on the GOVERNOR's anti-loan policy, might reasonably expect to be enjoying. One salient feature of the history of the Colony, as recorded by EITEL at least, is the way in which over and over again the policy of deferment has been followed, not only to fit budgets, but so as not to interfere with the ambitions of Governors less conscientious than the present incumbent. We submit with very great respect for the contrary opinion of an administrator of proven ability that His EXCELLENCY's proposition was no more fair than the popular one that he quoted, "Why should we pay for what will be enjoyed by another generation?" Public works obtained by the loan system are paid for by present and future generations, by, in fact, all parties who enjoy them. It is the fairest way of distributing the cost. Often the present generation begins to pay actually before enjoyment, when interest falls due before completion of the work. Those arguments typified by the remark of some forgotten humourist who said, "Hang posterity. What has posterity done for us?", are of course never satisfactory. We object to them whichever way they turn. In China the children support the parents, and are in turn supported by their children, and so on. In Europe the precise reverse is the case, but there often arise instances where the rule cannot be adhered to. Some children have to do double duty, supporting both their parents and their children. In such circumstances there can be no talk of what is "fair" or unfair. Some of our legislative parents in Hongkong failed to do what our present ones seem determined to do—the point, we think, is now sufficiently clear. We need not point out that there are other benefits attaching to the public loan system, which quite counter-balance objections. Mr. HEWETT, it may be noted, is on this point neither for us nor against us. He was able to see the wisdom of the GOVERNOR's intentions, but he also admitted the possibility of the loan policy being forced upon us. That is the question: may not our present circumstances be said to demand it? His EXCELLENCY himself described our financial straits, and mentioned it as one way out. On top of that, Mr. GRESSON reminded us that now was a favourable time to adopt that policy. Before, we strongly recommended the GOVERNOR's retrenchment alternative, and threw out one or two suggestions as to the

way to set about it. We adhere to that, now and always, on principle; but it is obvious that there is a point beyond which retrenchment would become retardation. Typhoon shelters are absolute necessities, urgent we might safely say, and straightened as our means are and promise to be, most people rejoice at His EXCELLENCY's intimation that he was determined to do all he could to start one in the coming year. Dr. EITEL remarks apropos the typhoon of 1874 that very little was done to utilize the lessons taught by it. Much was talked of and voted on, but "the whole scheme was allowed to drop". Sir MATTHEW NATHAN is not likely to permit any repetition of that.

For Mr. HEWETT's plea for the trees of the Colony we are thankful, but it was not "nice" of him to say "it is a very small matter". There is a very large party in the Colony which considers it a very important matter indeed. While talking of small matters, in addition to the chronic pool at Blake Pier, noted by Mr. HEWETT, we may mention the pools which have several times in the last fortnight collected in Queen's Road opposite the Connaught House block, and in Des Vœux Road at the approach to our own offices. We are informed that these have been occurring for many years, and that the drainage there is considered difficult. This is no excuse so near the sea, with such a gradient, and we regard both as nuisances that ought to be abolished at once. During the recent rains, people in those frequented localities have had to wade waist-deep in Queen's Road, and knee-deep in Des Vœux Road. Stock in adjacent stores was damaged, and the public health seriously endangered. If there be a difficulty, it is surely one that must be overcome. There were too many items mooted, however, for us to refer to them all; and it will be admitted that the various speakers dealt with them adequately. The outlook for the local opium trade, in more than one aspect, threatens to raise the question of the advisability of the Government itself running the Farm. As soon as there is less pressure of business before the Council, we would be glad to have the question mooted and officially discussed. Information and opinion of value would doubtless be forthcoming on this many-sided question, and its discussion could hardly do harm. Indeed, it might amend the notions of the tenderers somewhat.

There is one point in which the public could easily assist, and in some degree obviate the disadvantage they are under with a bureaucratic or preponderantly official government instead of a representative one. We hear so many excellent criticisms and suggestions made in conversation, after such Council meetings, by men often peculiarly qualified to deal with various subjects, and it seems a pity that they should fail to get a hearing. It is not always convenient to hunt up one of our excellent un-official worthpieces; and, indeed, some of the ablest critics would be averse to taking even less trouble. They speak their mind, and so relieve themselves, but many of the bullets fail to find billets. The Press is the people's parliament, open to all with legitimate messages to deliver, and it strikes us as curious that (without reflecting upon our numerous correspondents) so few practical letters appear on public matters which all are discussing privately. Our un-official members are excellent sharpshooters, as witness this last meeting, but their important duties might be less onerous if we all helped to carry ammunition. It is pleasing to remember, though it spoils the simile, that

we have a GOVERNOR who never turns a deaf ear to any bona-fide expression of public opinion. Need we protest that these last remarks are not prompted by mere journalistic considerations, but earnestly meant in the public interest. Though newspapers are run for profit, like other businesses, they are as much in the service of the public as are railway systems and so forth. *Verbum sat sapienti.*

THE HONGKONG OBSERVATORY.

(Daily Press, Oct. 2nd.)

The writer of to-day's letter dealing with matters to be investigated by the Typhoon Commission makes a proposal which we do not think is expected to be taken seriously, but we trust that he will be welcomed as a witness at the enquiry now proceeding. It is evident by recent semi-official remarks, noting the allegation that our local Observatory's relations with Manila are not as cordial as they ought to be, and suggesting that it was long ago proved groundless, that "exonerated" looms too largely in certain quarters. We have before us the fourth volume of the 1900 report of the Philippine Commission, and it is ridiculous to assert, in face of its records, that the relations of the two neighbouring Observatories are or have been what the public has a right to demand. Though the present system may or may not be entirely the result of one official's personal prejudices, we take it that the Government is ultimately responsible. If the present enquiry finds that there is not the fullest co-operation with the weather experts of Manila, the Government can at once order that it must be inaugurated. If that order should be neglected, or only half-heartedly obeyed, then the radical proposal of Captain OUTERBRIDGE might become a practical policy. Certainly things cannot go on as they are.

Considering the general feeling on the matter, which has been manifesting itself sporadically and frequently during the last half dozen years, it is hardly necessary to repeat what has been so often said. It may refresh some memories, however, to show why and how the Manila Observatory was "vindicated and rehabilitated in 1899". It appears that nineteen years before the Government of Hongkong earnestly begged that "a daily and methodical exchange of meteorological notes be made" between Manila and Hongkong. The Manila experts willingly agreed, and there is abundant testimony on record that Hongkong fully appreciated the benefit of receiving typhoon warnings from Manila. Three years later, it is clear that Mr. W. DOBERCK exhibited a sad want of tact in his relations with the disinterested men who were doing such excellent work, but nothing really unpleasant seems to have occurred until 1898. There were before that date complaints that he suppressed Manila warnings, "at times to the detriment of navigation", but that was met by them being sent in duplicate, one to him and one to the Spanish Consulate. The latter sent them to the Press, and so the shipping people no longer depended so much on the newly-established Observatory. The Report of the Philippine Commission to the American President, pages 121 and 122, states:—

At the end of 1898 the director of the British meteorological service at Hongkong, taking advantage of the favorable opportunity offered by the serious circumstances through which these islands were passing, addressed himself to the Agricultural Department of the Government of the United States of America in terms very unfavorable to the directors of the Manila

observatory, calling the attention of said Government especially to the scandalous alarm which, according to him, the alarming predictions of typhoons sent out by this observatory and published in the newspapers of the neighboring colony frequently caused. The immediate effect of this accusation was the order given by the Secretary of War of the United States that from that time all notices of typhoons sent by telegraph from Manila to points outside of the Philippine Archipelago should be suspended.

The indignation which this act caused in the press of Manila and Hongkong, in marine circles and mercantile communities, and in general in all the inhabitants of the Far East, the curious reader may see in a collection of documents entitled "The meteorological service of the Manila observatory vindicated, and rehabilitated", which was published in Manila about the middle of the present year (1899).

The Chamber of Commerce of Hongkong protested vigorously before the colonial government against the suspension of the announcements of typhoons from Manila, so contrary to the maritime and commercial interests of the Far East, in view of which the government of Hongkong addressed an official communication to the military governor of the Philippine Islands requesting the revocation of the order prohibiting the announcements of typhoons, as the director of the Hongkong observatory had not been authorized in any way for the request made on his own responsibility to the Secretary of Agriculture of the United States, against the will of his own government and contrary to the welfare of the colony.

The governor-general of the Philippines granted the petition of the colonial governor of Hongkong, and under date of April 3 the director of this observatory received an official communication in which said order was revoked and he was told to continue sending out from the islands his notices of typhoons which were so much desired in Hongkong.

In this way, thanks to the unanimous testimony of public opinion and especially to the attitude taken by the Chamber of Commerce of Hongkong, the meteorological department of the Manila observatory was reinstated in the esteem of the Government of the United States which has begun to support this institution, recognizing the same official character which the Spanish Government gave it in 1884.

The same report mentions that about the same time a high official of the British Fleet at Hongkong requested Admiral DEWEY to re-establish the broken cable, "if he did not wish to make himself responsible for the loss of life and property which would doubtless result from the lack of telegraphic advices of typhoons from the Manila Observatory." It also mentions, without suggesting the Consul's reason or reasons, that the American Consul at Hongkong asked that the warnings should be sent to him in the same way as was done under the Spanish regime. There is a piece of evidence, however, which will have still greater weight in Hongkong, and which some of the speakers at the Legislative Council on Sept. 27th might have overlooked. What the Chamber of Commerce thought then they are likely to think now.

"Hongkong General Chamber of Commerce,

Hongkong, April 8, 1899.

Sir: I beg to acknowledge receipt of your letter (with inclosures) of the 7th ultimo in which you inform this chamber that, in consequence of the Director of the Hongkong Observatory having addressed the Weather Bureau of the Government of the United States of America in very unfavourable terms relative to the Manila Observatory, accusing the Directors of sending "sensational typhoon warnings to the newspapers in Hongkong," instructions have been given you to discontinue the dispatch of typhoon warnings to any place outside the Philippines.

Your letter was considered at the meeting of the general committee held on the 2nd ultimo, when it was resolved to address the Hongkong Government on the subject before taking action, and copies of the letter with the replies received are now inclosed.

At the annual meeting of the chamber, held on the 5th instant, the Hon. T. H. Whitehead then proposed the following resolution, which was unanimously carried:

"The members of the Hongkong General Chamber of Commerce desire to convey to the Rev. Father Jose Algue, S. J., the expression of their extreme regret and dissatisfaction at the unjustifiable attack made upon the Reverend Director of the Manila Observatory and his colleagues by the director of the Hongkong Observatory, and to the consequent stoppage by the American Government of the telegraphic meteorological warnings from the Philippines. The members desire to place on record their high appreciation of the very valuable services at all times rendered by the Directors of the meteorological department of the Manila Observatory to the mercantile and shipping community in Hongkong and China, and their hope and expectation that in a very short time full justice will be done the Directors of the Manila Observatory by the acknowledgment of the immense practical value of their labours in the past for the public benefit and in the cause of science, and the restrictions recently placed upon them being speedily removed.

It only remains for me to convey to you and your colleagues the thanks of this chamber and of the whole commercial community of Hongkong for the good service rendered them by the prompt and timely warnings sent by you ever since the establishment of cable communication between Hongkong and Manila, and which we can not doubt have been the means of saving many lives and much valuable property. I must add in conclusion, that it is the hope of the chamber that the supply of this useful information will soon be resumed.

I have the honour to be, sir,

your most obedient servant,

R. M. GRAY, Chairman.

The Rev. JOSE ALGUE, S.J.,
Director, Manila Observatory."

MORE ABOUT JAPAN IN KOREA.

(Daily Press, 3rd October.)

Special information from Korea caused us on Sept. 24th to mention the manner in which Japan has succeeded while pretending to open up the country, in blocking outside access to Korea. We are advised that already she has been throwing out feelers with regard to establishing a differential tariff there in favour of herself; if not of altogether abolishing the duties. Korea, of course, is committed by treaty to a tariff, and without the consent of the contracting parties such a course would be manifestly illegal; but Japan has been permitted on such easy terms to assume what she professes to be merely a protectorate, but which in reality far more nearly approaches actual annexation, that she conceives there will be little difficulty by taking gradual steps towards that end and calming down any expressions of disapproval that may from time to time be raised. The steps she has recently been taking towards monopolising the opening trade of Manchuria afford a very clear forecast of her intended financial policy for the future. Japan at the moment is maintaining an enormous garrison in Korea, out of all proportion to the necessities of the case should she intend only to exercise her "protectorate". This fact, and her attitude towards the people and government of that country are sufficiently plain evidence were other wanting that her intention is simply to annex. As her conduct in the peninsula has been directed to the exclusion of foreign trade; and has been commercially unfriendly to Great Britain there is hardly a decent plea wherewith to appeal to the British capitalist for help. The number and the cost of the Korean garrisons is studiously concealed in the last budget, and it is only by visiting the country itself that the enormous cost can be even approximately guessed. The practical exclusion from Korea of

British trade is only, however, on a par with her attempted monopoly in Manchuria, only feebly and partially thwarted by the weak and vacillating policy of the Government at home. It is curious to observe the methods by which Japan is endeavouring to centre in her own hands the effectual control of the whole of the trade of the Pacific. She has been seeking to establish at home a gigantic series of monopolies, only one of which, but that the most important, is that of the railways. This is, of course, a matter for Japan's own consideration, only as it is ultimately to be paid for out of British pockets it is a fair subject for British comment. At best, politically the policy is dangerous. But another, and even less defensible method is to be found in her wholesale subsidization of steamers and shipping generally, which forms an essential part of her policy. She has been endeavouring by such means to gain control of the entire carrying trade of the Pacific. True, Germany has herein set her an example, though on a small scale, but what Germany has been doing in a small way Japan has been essaying on a wholesale scale to the no small disturbance of her own revenues. Germany has little debt to hamper her expansion, while Japan has already heavily mortgaged her finances. We have already spoken of the manner in which these shipping subsidies have been made use of to interfere with the opening of Manchurian trade; but the amounts paid to the steamer lines do not in these cases end with the direct subsidies but are given on the understanding that in all cases the freights shall be preferential, in many cases as much as fifty per cent; and even in some instances to guaranteeing losses. Our informant has also spoken of the practice of the Japanese Government in directly financing Exports, which by means of the banks and other large undertakings it has been doing on a large scale at the rate of four per cent. It was by such means that while the Government was making promises to the British Government that it was by every means endeavouring to open up the country, and was desirous of nothing so much as "the Open Door" it was, (in a way we have already accounted for with strict impartiality) flooding the country with its own goods. This, from the British merchant's point of view, was bound to look fishy; and he is not to be blamed if his judgment be a little harsh. Four per cent was of course a lower rate than private merchants elsewhere had been paying for accommodation, but his explanation of this was that the money thus used "to hinder British trade", had been "gently abstracted from British pockets". The British merchant naturally hates to see British capitalists supplying his enemy with ammunition; but on all sides it is a matter of business. If one be less patriotic than another, it will be perhaps the capitalist. Loans do not "follow the flag"; they follow high interest.

JUDGING CHINA.

(Daily Press, October 4th.)

Yesterday we quoted some remarks by a contemporary which in varied forms we have frequently made before. Their general purport may be gathered from the comment that "it is one of the commonest habits of foreigners to speak and write in sweeping terms of all their Oriental neighbours as all supremely benevolent and ill-used, or as all rapacious and cruel". This criticism, while just, cannot be accepted as it stands. Commentators striving to be honest and conscientious soon find that if they view

such questions from both or all sides, their remarks lose all weight, and are, in fact, regarded as the babbling of one sitting on the fence. To avoid this risk of generalising from the particular, every comment would have to be prefaced by some such phrase as "thus think I at the moment", and followed by an admission that there are doubtless many exceptions. The effect of this would be absurd, and involve the whole world in a general dumbness. It is human nature that has to be considered. The American judge who said to a jury, "If you believe the prosecuting attorney, you will convict; if you believe the defendant's attorney, you will acquit; if, like me, you believe neither of them, I don't know what you will do", illustrated the position that would result. An aloof intellect regards the *ex parte* pleadings with a certain contempt; but the business of the world is not done by minds suspended, like Mahomet's coffin, between heaven and earth. All they ever accomplish is in the nature of dream-stuff, impossible ideals of universal brotherhood and peace, Utopian schemes that the practical, if less logical, mind sees would spell universal stagnation. ZANGWILL said it was unreasonable to expect human beings to live logically; all he insisted upon was that they should argue logically. In the field covered by the criticism we have quoted, arguing and living are complementary; they cannot be dissociated. When it is pointed out that the Chinese have shown great generosity toward their brethren suffering from the recent typhoon; that they have by deliberate "corners" in rice been inflicting similar suffering on their brethren elsewhere; that Chou Fu is an earnest and sincere enemy of the opium habit; that the Provincial Judge of Shensi still uses in official documents violent and abusive verbiage when referring to foreigners; and so on, there is still no reason why the world should refrain from expressing its opinion of Chinese politics. The Chinese nation is not peculiar in having a manifold nature. The late Mr. GILBERT was not merely humorous when he said that every Briton was born a little Liberal or a little Conservative. In human affairs as in cosmic, we must put up with atoms that attract and atoms that repel. When we say that the Chinese policy in the north is just now as bad as ever it was, we do not expect to be censured for being "too sweeping". We speak of the policy of whatever section of the Chinese was in a position to formulate and carry it on. In saying that official China is humbugging the West over the opium question, we cannot always be stopping to mention that China can boast of men like Chou Fu. All statements by all commentators are subject to possible exceptions, which are impliedly admitted before they are mentioned. Of course there is the risk of going to extremes on our side as well as the other. The man who refuses to waste time dreaming of the perpetual abolition of war by arbitration, still may set his face against the chauvinism that in popular song or adage teaches how "Tuffy was a thief", Pat a drunken madman with a shillelagh, Sandy a miserable niggard, Jonathan a smart cheat who sells wooden nutmegs, John Bull an egregious bully, and so on, *ad infinitum* and *ad nauseam*. In forensic circles may be observed the ideal tolerance. It is no reflection on the intellect or logical capacity of an advocate that he regards all evidence from one point of view, and interprets all facts as far as possible in favour of his client. That is where we may stand in discussing Oriental men and matters. To say that "it is one of the commonest habits of

foreigners to speak and write in sweeping terms of all their Oriental neighbours as all . . . rapacious and cruel" is in itself a too sweeping statement; and there are surely not many who hold that all Chinese are "supremely benevolent and ill-used". Still, those who do comment rather sweepingly are to be regarded as advocates of one point of view or another, and the public, in judging, must act like a judge, making all deductions and allowances, without resenting *ex parte* fervour. We can see what the author of the criticism cited had in mind; but that which was criticised, experience teaches is a necessary evil. It helps us to get "forrader", and it is too much to expect all men to be disinterested and impartial judges. Some must be advocates. Whether a newspaper should be a judge or an advocate is a question, apparently, that can never be finally answered. The same thing seems to apply to journals as to lawyers, the many must be advocates and only the few be judges.

THE KOWLOON RAILWAY.

(Daily Press, October 5th.)

There is no cause for public concern in the matter of the coolies employed on the British section of the Kowloon-Canton railway. The recent conditions have been somewhat exceptional, owing to the typhoon and other circumstances, but the officials in charge are capable of adjusting matters. Different men have different ideas, and there has been some talk about the respective usefulness and reliability of Indian coolies, of north countrymen, and of local men. The advantage of the local labourer, when he can be obtained in sufficient numbers, is that he is acclimatised, whereas, as we have seen, the men from North China, who are better workers, have contracted more sickness than was expected. However, difficulties on this section are being met as they arise; and with the constant and peculiarly capable supervision of His Excellency the GOVERNOR, who is over at all times and in all weathers, the public may rest assured that in the absence of official intimation otherwise, satisfactory progress is being made. The typhoon has, unfortunately, undone a lot of the work accomplished, particularly in the road-bed. Some of the outside labourers have taken advantage of the disturbed arrangements to take things easy, in addition to those who are really unfit, but there are still many working away willingly. They are also beginning to understand better what is expected of them. The New Territory coolies had to be most carefully and painstakingly drilled, and in addition to that, it is no longer a secret that the farmers and elders of the district for some time did nothing to make things easy for them. The local correspondent of Reuter's Agency has sent the news to England in the following guarded words:

"Another difficulty which has to be guarded against is the restrained ire—confined to certain limited localities only—of those peasant proprietors whose land has been re-entered by the Government. They maintain that they have been in some way or another despoiled of their property, although, as a matter of fact, the Government has been, not merely scrupulously fair in all its dealings with the farmers, but has even erred on the side of generosity. Still the farmers seem to feel that they have some sort of grievance and watch the progress of the railway with no friendly eye. The greatest precautions have therefore to be taken to prevent a quarrel arising between the coolies and the farmers. As may be expected, the coolies are by no means too peaceably disposed, and the farmers would be only too ready to give vent to

their feelings in a conflict with the labourers. The whole object of the Europeans is to conciliate the farmers and keep a firm grip on those coolies who are inclined to become obstreperous through an exuberance of spirits. They have succeeded so far in preventing anything like a disturbance, but little instances, having no significance and not being worth recording, have occurred, which serve to show that there is some semblance of danger in the situation."

We have already chronicled the commencement of preliminary shaft-sinking for the three mile tunnel through the Lion's Head mountain, and by this time the diamond drills expected from England should be about due. When this tunnel is made, and the bridge across the Samohun river, the rest is easy; and the inhabitants of Hongkong may even have the opportunity of taking interesting train rides to the frontier, to see how or if the Chinese section is progressing. The general tribute that is being paid to Sir MATTHEW NATHAN in this connection is the barest of justice and no flattery. The *Reuter's* message we have noticed in the British press expresses very faithfully the general verdict. "At all hours," it says, "His Excellency is to be found tramping through the mud and slush. Nothing is too minute for his inspection, and no hour too late for his visits. The fact that he may be on the scene at any moment is responsible, there can be no doubt, for the rapid progress of the operations."

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on October 2nd at the Board Room. The Hon. Dr. Atkinson (president) presided, and there were also present Dr. Pearce, M.O.H., Mr. E. A. Irving, Lieut.-Col. Joslin, Mr. A. Shelton Hooper, Hon. Mr. W. Chatham (vice-president), Mr. Fung Wa-chun, and Mr. G. A. Woodcock (secretary).

SCAVENGING CONTRACTOR'S BOATS.

DR. PEARSE, *minuted*—The scavenging contractor reports the loss of all his boats. He tells me it will take him six weeks to replace them, and I have therefore ordered him to remove the city refuse to the depôts at Tai Hang and Kennedy town, and have told the inspectors to have it burned there. The loss to the contractor must be very heavy, and in the interests of the public health, I beg to suggest that the Government come to his help with a view to quickly obtaining new boats. Otherwise I have fears of the contractor completely throwing up the sponge and leaving us to carry out the contract ourselves.

MR. HOOPER—The matter of compensation is one entirely for the Government and not the Sanitary Board.

HON. MR. HEWETT—The Sanitary Board might well recommend to the Government in the public interest that all assistance should be given the contractor to replace the boats as promptly as possible. Later the relief committee might consider this man's case and see their way to make him a grant.

MR. LAU CHU-PAK I agree with the M.O.H. that unless assistance is given to the contractor at once possibly he cannot go on with the work.

THE PRESIDENT—I would inform you that arrangements have been made by the Government for practically taking over the disposal of this refuse from the contractor. In other words a lighter has been bought, and will commence operations to-day. It has a capacity of 35 tons and will make three journeys a day, so we hope in a few days, to get rid of the accumulation which has collected since the 18th ultimo. During the recent rainy weather it has been impossible to burn all the rubbish, but as much has been burnt as possible, and now we have the lighter the accumulation will, I hope, soon disappear. A letter has been sent to the Sanitary Board, which was received by the Government, from the scavenging contractor dealing with this subject. I have not had time to circulate it, but if members wish, it can be read now or circulated.

MR. HOOPER—What is its purport?

The PRESIDENT—A letter from the contractor asking the Government to assist him.

Members agreed that it should be circulated.

OBSTRUCTION AT GARDEN ROAD.

Mr. HOOPER—Since the removal of debris on the 18th ultimo I think it would be well for the Board to know that at the Public Gardens the debris has increased within the last four or five days four or five fold. Bushes have been cut down from trees and planted on the road. I don't know whether this is a matter for the Sanitary Board, but I think the attention of the Government should be called to it. The obstruction at the Garden Road before was bad enough, but on Saturday night it was four foot thick and extending from gutter to gutter. In fact it was so thick that a chair could not pass.

The PRESIDENT—That work was undertaken by the Botanical and Afforestation Department, and is not within the province of the Board. I understand it is now being undertaken by that department.

Mr. HOOPER—I am speaking of the stuff left there for the scavenging contractor to remove. I don't think the Botanical Department is removing the rubbish to the dust boats.

Members decided that the Board should call the attention of the Botanical department to the matter.

MORTALITY STATISTICS.

The mortality statistics for the week ending 4th August showed that the death rate for the whole civil community British and foreign, was 9.98 as against 34.9 in corresponding week of last year. The death rate for the whole colony, excluding the army and navy, was 15.0 per 1,000 per annum as against 24.7 for the corresponding week last year. Week ending 11th August—civil population, British and foreign, 44.9; whole colony, 22.2. Week ending 18th August—civil population, 24.9; whole colony 19.8. Week ending 25th August—civil population, 29.9; whole colony, 22.3.

ST. GEORGE'S SOCIETY, SHANGHAI.

The annual meeting of the Shanghai Society of St. George was held on September 28th. The Chairman (Mr. Hobson) stated that the following gentlemen had consented, if elected, to serve on the Committee for the ensuing year: Sir Pelham Warren, Messrs. R. D. Allen, E. F. Bateman, E. T. J. Blount, A. D. Brent, H. Browett, R. Carr, H. E. Hobson, E. Jenner Hogg, S. Shorrocks, G. R. Wingrove, A. P. Wood and C. W. Wrightson. No further names being submitted, a resolution that these gentlemen be elected, and that Sir Pelham Warren be President, and Mr. E. J. Hogg Vice-President, was proposed by Mr. P. W. Massey, seconded by Mr. G. V. T. Marshall, and carried *nem. con.*

It was decided to give a ball on King Edward's birthday. Almost without discussion, the members also decided to affiliate with the Royal Society of St. George, the Home Society whose last annual report attracted considerable ridicule, which it richly deserved. However, the usefulness of the Shanghai Branch (as it must now be called) cannot be much impaired by the payment of an annual guinea to London.

"AKASHI MARU" STRANDED.

The "Akashi Maru" ran on a reef near Amoy on the 30th September, but fortunately there was no loss of life. The vessel, which belongs to the Osaka Shosen Kaisha, plies between Hongkong and the coast ports. She had left Amoy on Sunday morning bound for Swatow and Hongkong, but about two hours' distance from her starting place she ran into the North Merope reef. There were about 100 passengers on board, including many Europeans, but all were taken off by the C.N.Co.'s steamer "Yochow", to which the treasure and mails were also transferred. The passengers were landed here yesterday. The "Akashi Maru", of 1,571 tons, was built in Dundee. She was commanded by Captain J. A. Merlin who was also brought to Hongkong through the good offices of the "Yochow".

TYPHOON NEWS.

(Daily Press, October 1st.)

Hongkong was visited by another typhoon on Friday night and Saturday but although the gale was almost as furious as that of the fatal 18th of September, its effects were by no means so disastrous, thanks to the timely warning which enabled adequate preparations to be made to resist it or to obtain shelter. After the gun was fired at five o'clock on Friday evening the sampans for the second time that day made a speedy run for shelter, while the Star Ferry made its last journey across to Kowloon with a boat that was packed by people anxious to return to their homes before the means of communication was stopped. The wind did not rise until about midnight when, accompanied by heavy downpours of rain, it blew with terrific violence all through the night. The vessels in the harbour secured by two anchors and steaming ahead were able to ride through in safety, with perhaps one or two exceptions. On Saturday morning a man-of-war near the "Tamar" was seen drifting, but she soon recovered herself. The shipping losses were comparatively light, two lighters and two junks foundering in the harbour.

Naturally all business was suspended for the day. All the established means of communication, the Star Ferry and both tramway services, ceased, and the few people who patronised rickshas and chairs experienced somewhat exciting journeys.

On this occasion the heavy seas were dashing over the Praya, and the spray was rising to a great height, presenting an awe-inspiring spectacle to the number of spectators who lined that thoroughfare. By noon, however, the sea had somewhat subsided, and the gale also moderated, but again increased in violence as the afternoon advanced. The high tide and the heavy rain were responsible for a number of godowns and houses being flooded at West Point, where considerable damage was done, and at Praya East and in the Central District similar conditions prevailed. Along Praya East great pits were formed in the roadway.

While little fresh damage was done, all the attempts to repair the havoc wrought on the 18th were completely undone. Scaffolding in many cases was swept away, while partially raised boats were again submerged. The trees also suffered considerably, many being blown down or denuded of their branches. In the city one or two houses were partially stripped of their roofs, and had the jalousies torn from the windows and verandahs. Owing to the rain having penetrated and softened the mortar several Chinese houses collapsed, but fortunately there was only one loss of life reported.

A LANDSLIP.

One of the most serious accidents resulting from the recent typhoon was the landslip at Macdonnell Road. The heavy rains caused a large portion of the hillside behind Mrs. Watts' boarding house, "Braeside," to carry away. In its fall the mass of earth broke down a substantial retaining wall and then razed the western half of the brick coolie-house to the ground. Several coolies were in the house at the time. This happened about 9 p.m. on Saturday, and the firemen, who were called out, continued rescue work until midnight. Working among the debris in the dark, with masses of earth and boulders slipping down the side of the hill, was a difficult and dangerous occupation, but as a result of their efforts three men were rescued. All were injured and had to be removed to hospital. One of the buried men was recovered from under a mass of earth, the weight of which must have been over three tons. His escape was miraculous, a large boulder, the top of which projected over his body, saving him from being crushed to death. One coolie was killed by the falling earth, and it is believed that three are still buried in the ruins, but when the search party ceased operations yesterday, no trace of their bodies had been found.

SHORED UP.

The occupants of two buildings at 142 and 146 Queen's Road Central found it necessary to seek shelter in other parts during the gale. The woodwork of their residences, which was badly eaten by white ants, was smashed, and the

walls cracked in many parts. The residents were removed and the buildings shored up.

DESERVING CASES.

We understand there are one or two European cases particularly deserving of relief. For obvious reasons it is considered undesirable to mention names in the Press, but hopes are being freely expressed that the position of European widows will not be overlooked. In one case a special subscription was started.

IN THE CEMETERIES.

Great havoc has been wrought in both the Protestant and the Roman Catholic Cemeteries. The heavy rains have caused many graves to sink, while the beautiful flowers and shrubs have been ruined, damage to the extent of hundreds of dollars being done.

PROTECTED VOYAGES.

Passengers on the West River steamers had a somewhat exciting time during the weekend. The "Kwong-tung" left Canton on Friday afternoon and did not reach here till yesterday morning. Leaving at the usual time she was followed a little later by the "Hankow", but though the weather was threatening nothing serious was anticipated. Passing the Tiger Forts the "Ying King" was met; and, as she indicated that there was a typhoon in Hongkong, it was decided to return to the forts for shelter. The "Hankow" proceeded until she met the "Powan" and then went back with her to Tiger Forts. About ten o'clock on Friday night there was a hurricane blowing which continued with more or less force till early Sunday morning. The "Ying King" and the "Powan", which had left Canton on the return journey, had also to anchor at the same place, and it was quite a flotilla which left the Tiger Forts yesterday morning.

NAVAL DOCK FLOODED.

As a result of the typhoon the new dock was damaged, the incoming water flooding it.

SOME FORMER TYPHOONS.

There was a great typhoon at Hongkong in July 1841, when "the harbour and the new settlement on shore presented a weird scene of heart-rending disasters." Matsheds all went, as usual, and "almost every bungalow or house on shore was unroofed." Six foreign ships were totally lost, four were driven on shore, 22 were dismantled or otherwise injured, and the native boating people suffered great loss of life. "The last days of Hongkong seemed to be approaching." That typhoon recurred and three or four days later burst again over Hongkong undoing all the reconstruction work that had been started. This led to a much more substantial style of godowns and buildings. The European loss of life was not great. The Chinese suffered most. "Nevertheless," writes Dr. Eitel, "His benevolent Majesty, the Emperor of China, rejoiced when he heard the news. Ki-kung and Eliang, the Viceroy and Governor of Canton, sent a hasty memorial to Peking, stating that at Hongkong innumerable foreign ships had been dashed to pieces, that innumerable foreign soldiers and Chinese traitors had been swept into the sea, that all their tents and matsheds, the new Praya, and so forth, had been utterly annihilated and that the sea was literally covered with corpses. On receipt of this news, the Emperor went forth with in festive procession to the temple of the dragon god of the sea, and solemnly returned thanks for the destruction of Hongkong! An Imperial Edict, published with rejoicing all over the Empire, also proclaimed the judgment that had fallen on Hongkong, with the same display of inhumanity, contrary to the leading principle of Confucian ethics which declares humaneness to be the essential characteristic of civilized humanity." In those days the three chief enemies of the new Settlement were enumerated in this order—fever, typhoons, and conflagrations.

The next typhoon of comparative severity was in August-September 1848, when the barometer fell to 29.84. Shipping suffered severely, although timely warning was given (by the Harbour Master) and the wind was not of full typhoon force. Thirteen vessels were damaged or wrecked, and there was considerable loss of life and property. On shore there was not much harm done. Macao and Canton suffered more than Hongkong. We first read of injury to piers by a typhoon which passed near by in September 1855, and these piers were

presumably cheap or temporary structures. Another (in October, 1859) destroyed most of the wharves and piers, caused some collisions, and damaged house roofs. There was no loss of life. Sir Richard MacDonnell's administration was characterized by "an extraordinary frequency of serious typhoons." Two steamers from Swatow were engulfed in June, 1865; considerable damage to Hongkong was done in July, 1866; there were three typhoons in the following year, 1867, in August, September, and October, which caused serious disasters afloat and ashore. The first drove four large vessels ashore, sank two, and wrecked innumerable junks. It is a grim calculation how many junks have been thus lost since the harbour was first used. In September 1870 a typhoon occasioned great damage to life and property, breaking up the Praya wall, sinking a steamer and a yacht, while junk wreckage "covered the Praya." Hundreds of lives were lost. In Sept. 1871, just a year later, the same scenes were enacted. The town was badly wrecked, many vessels were damaged or stranded, and two barques were totally lost. We have previously mentioned the famous one of 1874. It came on Sept. 22nd of that year, "the severest disaster that ever befell the Colony." It was a typhoon of "unprecedented suddenness and power." It commenced in the evening, when small boats were still plying on the harbour, and was at its height shortly after midnight. The tide was exceptionally high at the time and an earthquake appears to have occurred whilst the typhoon was raging. On the morning of 23rd September, 1874, the town looked as if it had undergone a terrific bombardment. Thousands of houses were unroofed, hundreds of European and Chinese dwellings were in ruins, large trees had been torn out by the roots and hurled to a distance, most of the streets were impassable, being obstructed with fallen trees, roof timber, window frames and mounds of soil thrown up by the bursting of drains. Business was at a complete standstill for several days. The Praya was covered with wrecked sampans and the debris of junks and ships, whilst in every direction dead bodies were seen floating about or scattered along the ruins of what was once the Praya wall. Thirty-five foreign vessels, trusting on their anchors, were wrecked or badly injured. Over 2,000 lives were lost in the harbour within the space of about six hours, during which time the screams of Chinese in distress on the water were heard by residents, on the upper levels of the town, to rise above the terrific din of the storm. The Hospital-ship *Meanez*, the only ship in harbour which held on to her anchors, had her four anchors twisted into one mass of tangled iron, the photograph of which is a curious sight. Special attraction for sightseers, who came out in thousands to view the havoc which had been wrought, was afforded by two steamers, the *Leonore* and the *Albay*, wrecked on the Praya wall near Victoria wharf, and the Pacific mail-steamer *Alaska*, blown ashore and left high and dry on the beach at Aberdeen. The loss of the river-steamer *White Cloud* near Macao also attracted much attention. The amount of property destroyed in Hongkong within those six terrible hours was estimated at five million dollars. A fire that broke out while the typhoon was at its height was actually put out by the force of the wind. Her Majesty sent (November 18, 1874) a message expressing her sincere regret for the suffering which this sad calamity occasioned. The brothers Tauffer, who had specially distinguished themselves by daring and successful efforts to save lives, were presented (January 7, 1876) at the hands of the Governor, with a testimonial by the Royal Humane Society. But very little was done to utilize the lessons taught by this typhoon. Meanwhile another typhoon swept over the Colony (May 31, 1875). It did little damage, however, though Macao and Canton suffered severely, as evidenced by the wreck of the river steamer *Poyang*, on her way from Canton to Macao, when some 100 lives were lost. A Humane Society was now formed in Hongkong (July 26, 1875) for the special purpose of preventing the frequent loss of life in the harbour and particularly to give assistance during typhoons. This society, under the presidency of the Hon. Ph. Ryrie, entered upon its labours with great enthusiasm,

officers were appointed and stations fixed, funds were raised and left, after the purchase of the needful apparatus, a large sum in hand (June 6, 1876). A life-boat was talked of, additional funds were voted by Legislative Council (December 11, 1876), and after that the whole scheme was allowed to drop.

NATURAL THANKFULNESS.

The *Free Press* says: Singapore may suffer many disabilities as compared with the more energetic and wealthier Hongkong, but at least we are spared the periodical infliction of typhoons, with all their tale of death and destruction. And for that immunity we cannot be too thankful. As misfortunes proverbially never come single, it is unpleasant to see that "another typhoon is expected." This is almost adding insult to injury; as though one experience of the kind were not enough for any ordinary lifetime. The details of this great typhoon must be exciting reading, and we await the arrival of the Hongkong mails with anxious interest.

(*Daily Press*, October 24th.)

Further operations at the scene of the landslip in Macdonnell Road have resulted in the body of another coolie being recovered, thus making the fatalities two. Two men are still missing.

SHAUKIWAN.

At Shaukiwan the roofs of several houses were damaged and the roads were rendered impassable at places.

On Saturday morning a big salt junk came to grief at Shek O. She was driven on the rocks, and seven men were drowned. The remainder of the crew, twenty-four, reached the shore, one man being severely injured. The destitute men were sent to the Tung Wah Hospital on Saturday. The junk had a cargo of 6,000 piculs of salt, and the master estimates his loss at \$19,400.

YAU MATI.

Several houses were unroofed at Yau mati and the walls damaged, but no one was injured.

THE SUPREME COURT.

After the typhoon there was scarcely a pane of glass left in the windows of the Supreme Court. Glaziers are now at work making good the damage done, and other repairs are being carried out.

AN OFFICIAL ESTIMATE.

The Harbour Office authorities estimate that 66 boats of European construction were lost or damaged in the typhoon of the 18th ultimo.

A SALT JUNK SINKS.

On Saturday a large salt junk foundered in the East Lamma channel off Stanley. Four of her crew were drowned, but the remainder were saved. It is surmised that the vessel can be salvaged later. Meantime it has been marked off with a flag.

AWAITING CONFIRMATION.

It was reported at the Harbour Office that two lighters and a junk were observed on Saturday behind Stonecutters drifting helplessly before the storm. Some people were seen on one of the lighters, but the other two vessels appeared to be unmanned. It is supposed the craft broke loose from their anchorages at Samshui, but definite information is not yet to hand.

STEAMER REPORTS.

The German steamer "Ellen Rickmers" which passed Gap Rock at eight o'clock on Sunday morning reports that the lighthouse had escaped damage. The Government launch "Stanley" has been despatched to verify this report.

At noon on Sunday the s.s. "Germania" passed the Waglan lighthouse. Her report states that the damage done there was trifling.

THE NAVALYARD EXTENSION.

The new dock at the Navalyard Extension was flooded by the high tide on Saturday, but fortunately no damage was done to the dock. Some time will be lost, however, in pumping out the water, and for this task new pumps have had to be obtained, the old ones being stuffed with mud. Three small junks were also sunk but no lives were lost.

MACAO'S SHARE OF IT.

Our Macao correspondent writes on October 1st as follows:—

Macao was visited by another typhoon on Saturday. The glass fell to 29.46, and we had about 36 hours of hard blowing which caused a good deal of damage. The typhoon gun was

fired at 1 a.m. on Saturday and the timely warning enabled the boats and junks to seek shelter before the storm broke. The wind blew with terrific force from the east and the storm was at its height between 9 a.m. and 2 p.m. on Saturday. Ashore the roofs of many houses were either damaged or blown away, also the lanterns which were used for the illuminations on the King's birthday. The trees suffered the most, many being uprooted. The wall of the Praya Grande from the Government House to Chunambeiro is entirely destroyed, and several thousands of dollars will now be required for its repair. As usual the sea rose abnormally high, and houses on the sea front were flooded, while the heavy rains also flooded the Rua de Campo, the S. Lazaro district and the fields in the suburbs of the city. So far only one death (of a workman who was killed by the falling of a house in course of construction) is recorded. The steamer "Honam" left for her usual place of shelter. Afloat I have not heard of any damage or loss of life; this was due to our harbour authorities who gave the warning, in good time, of the approach of the typhoon.

MESSAGE FROM THE ADMIRAL.

His Excellency the Governor received the following telegram from the naval Commander-in-Chief of the China station:—"Just received details typhoon. Squadron offers sincere sympathy to Colony.—Admiral Moore."

His Excellency replied as follows:—"On behalf of the Colony I express deep gratitude for kind message of sympathy.—Nathan."

PRaise FOR "DELHI" CAPTAIN.

The *N.C. Daily News* understands that in view of the splendid manner in which the P & O. S. *Delhi* was handled during the recent typhoon at Hongkong it has been suggested among the passengers that the Company should be informed of the general appreciation on board of Captain Andrews' foresight and seamanship. The rising sun gave the first indication of bad weather and before the sudden drop of the barometer, shortly after 8 a.m., heralded the proximity of the typhoon, all awnings had been removed and the *Delhi* was prepared for the worst. Subsequently Captain Andrews elected to navigate at night the narrow channels leading out of the harbour and meet the second typhoon in the open sea rather than expose the *Delhi* to the danger of contact with drifting vessels in the harbour.

MISCELLANEOUS.

The accumulation of rubbish and wreckage, the result of the typhoon, is being rapidly removed from the Praya. The steel barge, hired by the Sanitary Board, is taking large quantities out to sea, and with the other methods in operation, the presence of this danger to public health should be removed in a day or two.

On Oct. 3rd at the Magistracy Captain Clark proceeded against four men on a charge of intimidating the workers engaged in refloating the "Kinshan." They had endeavoured to induce the coolies to strike for more wages and also expressed a wish, tantamount to a threat, that the men should be placed under them. The case was remanded for a week.

The landslip which took place in Macdonnell Road last week-end as the result of the typhoon has been responsible for three deaths. The body of the third coolie buried under the fall of the earth has been recovered. All the men who were rescued and sent to the hospital are making satisfactory progress.

We understand that the Roman Catholic ecclesiastical authorities in Hongkong have, through the Very Revd. P. de Maria, the Provincial Apostolic, offered to the Typhoon Relief Committee to take into the charitable institutions under their charge all orphan children whose parents were lost during the typhoon of 18th September. We have no doubt that this generous and charitable offer will be much appreciated by H.E. the Governor and the Relief Committee.

Hopes are entertained that the Hongkong, Canton and Macao Co.'s river steamer *Heungshan* will soon be refloated. Messrs. Jensen and Co.'s salvage steamer *Protector* has been at work blasting the rock in which she is wedged, and it is anticipated that before long she will be refloated. The hole in her bottom will be patched up to enable her to continue her journey here, where all necessary repairs can be effected.

About thirty more bodies have been recovered in the New Territory within the last two days, while other 83 missing junks have been reported.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer acknowledges, with thanks, the following subscriptions:—

Already acknowledged	877,221.65
Nippon Yusen Kaisha	3,000
Banque de l'Indo Chine	2,000
Chartered Bank of India Australia and China	2,000
Carlowitz & Co.	1,300
Mercantile Bank of India, Ltd.	1,000
Mitsui Bishi Goshi Kwaisha	1,000
Netherlands Trading Society & Staff	1,000
Hughes and Hough	250
Palmer and Turner	250
Collected by "China Mail," Ltd.	199.57
Staff, China and Japan Telephone and Electric Co.	136.50
A. F. Arculli	100
H. F. Carmichael	100
European Staff, A. S. Watson & Co. Ltd.	100
G. Kumabe, Consul for Japan	100
Lane, Crawford & Co.	100
A. R. Marty	100
Denison, Ram and Gibbs	75
Mr. and Mrs. S. T. Dunn	50
A. C. Hynes	50
R. R. Hynd	50
D. I.	50
B. L.	50
A. Rodger	50
St. Andrew's Chapter	50
His Honour Mr. A. G. Wise	50
Collected by "China Mail," Ltd.	46
A. B. Avasia	25
T. E. Cocker	25
Lt. Col. H. G. Fitton, D.S.O.	25
B. A. Hale	25
E. A. Irving	25
P. N. H. Jones	25
Otto Kong Sing	25
E. Buxton Ferman	20
W. S. Dupree	10
Miss H. S. Fletcher	10
Miss S. V. Fletcher	10
Miss Johnstone	10
J. P. M.	10
Alberto Moreno	10
E. A. Nicholls	10
Miss L. A. Eyre	5
Mrs. Lai Yau Chee	1

\$90,451.72

THE HONGKONG TYPHOON.

FORETOLD BY FORMOSA.

Sicawei, September 22, 1906.

So many naval officers, shipmasters and other friends have applied to the observatory for information respecting the disastrous typhoon of the 18th., that we feel we meet a general desire in publishing at once the following notes, though they must necessarily be very imperfect and will have to be completed, and perhaps corrected, when the observations and documents are at hand, which we hope to receive as usual by the kindness of our navigating friends.

The storm was a typhoon, with a narrow diameter, but regularly shaped: somewhat of the type of the one which took the coast between Amoy and Swatow, during the night of the 9th instant.

The first signs of the new disturbance were once more given by the Japanese observations in the islands E. of Formosa, the importance of which cannot be over-estimated. With these and the telegrams from Formosa, we were enabled to send the first warning; "Typhoon South of Meisao Sima" to put ships leaving for the South upon their guard. This was cabled to the China Coast Semaphores, on Saturday, 15th, at 11.30 a.m.

The direction of the centre could not yet be surmised. The bulletin printed the following day, the 16th, noted that the movement was bringing the centre towards the S. end of

Formosa. At the S. Cape, the N. breeze had freshened to force 6, and a N. gale, force 8, was setting in at the Pescadores. About noon a new signal was sent out telling that the cyclone was nearing the E. shores of the Island, with a slow motion.

All the stations seem to have been too far from the central vortex to determine more accurately its direction, though it was clearly moving towards Formosa and China. In the afternoon we had to forecast rough weather in the Channel, with strong N. winds along the coast, N. of it, up to the Chusan.

The worst of the cyclone was not in the centre of the isobars, which are shown surrounding Formosa, on the Sicawei daily charts, but in the southernmost part, near the Bashee Channel. It may be that the violent vortex was formed not far from Formosa.

Two points seem quite clear: First that the vortex, while advancing Westward, was deepening more and more; indeed, though it did not pass so far from the S. Cape as from the Pescadores, yet the fall of the glass at Hokoto (Pescadores) was heavier than at the other station (Koshun). The next day, still at Swatow, the minimum was lower, though at still greater distance. The second remark is that the storm which first travelled to W.N.W., (roughly seems to have deflected little by little to W. or possibly W.S.W. as it approached the China coast. The reason may have been the high reading then prevailing in Siberia and Mongolia, which were progressively encroaching over the Yangtze Valley. From the 15th to the 16th the barometer had risen from 30.24 to 30.35 at Troizkossavsk (S. of Lake Baikal). As a consequence, the pressure went up from the 16th to the 17th, from 29.76 to 30.04 at Shanghai, and to 30.00 at Hankow and Tchong. This served to make the gradient steeper and to increase the violence of the vortex.

As far as can be seen, from the curves traced with the tri-daily observations received from Formosa, the centre passed on the 16th, about 9 a.m., off the S. Cape, and about 3 p.m., S. of the Pescadores, where a heavy N.W. gale was felt at 1 p.m. (These measures are of course only approximate). Henceforth, from lack of stations, it is not possible for us, with our actual scanty information to trace out the movements of the centre, through the spacious stretch of sea, south of the Channel.

The first information at our disposal is from the M. M. steamer Oceanien carrying the French Mail to Shanghai. The ship left Hongkong, on the 17th, at 3.30 p.m. When out of the Hongkong passes, Commandant Couret noted, in his very full report, very variable E. breezes, with light (but well-marked) E. ly swell. Whether this swell was due to the very unsteady breezes, or was the swell of the typhoon, cannot be determined with any certainty, though the latter alternative seems the more likely. Weather remained fair until 8.50 p.m. when the sky became overcast and lightning was seen near the horizon. At 9.30 p.m. squalls began to be felt, first from E. N. W. then from N. W. as they became steadier and more violent. The seas from E. and S. E. were soon enormous, and the Captain was forced to heave to, steering E. to keep clear of the coast, the ship labouring heavily.

The whole report cannot be quoted here. At midnight, the gale was veering from E.W.E. to E.; at 1 a.m. on the 18th, violent easterly squalls, at 1.30 a.m. full storm from E.S. W., the centre was passing S. of the vessel. The glass stopped falling about 2 a.m. and rose rapidly at 2.30 a.m. the wind shifting gradually to S.E. The minimum registered, all corrections made, was 29m. 57. The steamer was then not far from Breaker Point, having steered up to 10 p.m. at the rate of 13.5 knots.

It is worth noticing, that while the Oceanien was in the struggle with the storm, S.W. of Swatow, the Kanchow, Captain Z. Meathrel, experienced a heavy N.E. gale far north of the Channel, from 8 p.m. to midnight, and went, at 4 a.m. on the 18th to take a shelter under Tricog Islands in lat. 27. Let us remark also that the French Mail as soon as she could make out the land, found herself 13 miles N. of the estimated position; a strong current had set in, owing doubtless to the mass of sea-water pushed forward, or driven by the violent cyclone towards

the coast of China: this is the phenomenon of the disastrous cyclone waves "so well known in the Bay of Bengal and elsewhere."

As regards Hongkong the particulars of the catastrophe are too well-known to be reported here. The daily fall of the 17th, had been rather deep, but we do not know exactly the time of the lowest reading during the storm. Taking as an approximation 9.30 a.m., in the middle of the hurricane we find that from the passage S. of the French Mail, the cyclone had travelled with a velocity of about 13.7 miles an hour. The rate was apparently increasing from Formosa. When we compare the curves traced on the tri-daily observations of South Cape and the Pescadores, it appears that nearly 7 hours were taken to pass from the first station to the second: now, from the S. end of Formosa the passage, S. of the Oceanien, the distance was crossed on the track, in about 34 hours, which makes a mean velocity of 7.5 to 8 miles an hour: there is every reason to believe that it was increased gradually.—N.C. Daily News.

CORRESPONDENCE.

OUR ALOOF OBSERVATORY.

TO THE EDITOR OF THE "DAILY PRESS."

S.S. "Taming," October 1st.

S E.—Re typhoon of the 18th instant, I would call your attention to the Manila daily weather report of the 13th as issued from that observatory.

"Barometer falling in Northern and Western Luzon and almost stationary in the rest of the Archipelago. There is a centre of depression to the west of North Luzon. Without being dangerous for the Archipelago it will cause winds from the 3rd quadrant on the Western coasts and especially in the South of China and Sulu seas with rains and thunderstorms etc., etc."

At an interview, on the 24th instant, with Father Algue director of the Manila Observatory, inventor of the barocyclonometer, author of 'Cyclones of the Far East,' the recognised text book on the subject, and certainly the greatest living authority on the subject of typhoons, he stated that this depression was probably the beginning of that memorable and disastrous storm of the 13th, gradually gaining power and size, it rushed across the China sea with what result we know.

This will show the necessity of a harmonious understanding between the two observatories which is scarcely possible whilst the present director here is in charge, he having gratuitously insulted the reverend father in 1898 by reporting him to the Agricultural Department of the United States of America, "calling the attention of said Government especially to the scandalous alarm which, according to him, the alarming predictions of typhoons sent out by the Manila observatory and published in the papers of Hongkong frequently caused." Vide Report of Philippine Commission 1900, Vol. IV, pages 121 and 122. The result of this naturally was the order that from that time all notices of typhoons sent from Manila to points outside the Philippine Islands, should be suspended.

This raised such a storm of indignation in the press of both Hongkong and Manila and the Hongkong Chamber of Commerce so vigorously protested that this order was revoked, but even now the notices come through the U. S. Consul, and we are indebted to his courtesy for their publication, instead of having a perfect understanding between the observatories of Manila, Sicawei and Hongkong.

To this end the present Meteorological Office and Observatory should certainly be entrusted to the Jesuit fathers, working quietly, unobtrusively and faithfully "to the greater glory of God" and for the general benefit of mankind and by whom we, sailors, swear. The present staff might be put in charge of a branch station on the Pratas Is. where one is needed and which would thoroughly protect the Colony. A radical change is necessary. Ask any shipmaster or merchant.—Your's faithfully,

A. OUTERBRIDGE
MASTER MARINER.

[October 6, 1906.]

DEATH OF CAPTAIN BARNES LAWRENCE.

The Hon. Captain Barnes Lawrence, Harbour Master, died on the 2nd October. The news, altogether unexpected so far as the community was concerned, came as a shock to all who heard it and the most profound regret and deepest sympathy were expressed on all hands. Everyone was sensible of the loss which the Colony had sustained, for in addition to being a most capable and courteous officer who discharged his duties in a manner that showed he had the best interests of the port at heart he was a man beloved by all who knew him. In short he was an excellent type of an English gentleman.

Since the disastrous typhoon of 18th September he was unusually depressed. The death of Bishop Hoare was a great blow to him and the sense of keen personal loss which he experienced affected his spirits. Then he contracted a chill in the course of his duties during the few days following the typhoon and on Monday week he was at duty as usual but was persuaded to go home, as it was apparent to those around him that he was anything but well. Still nothing serious was anticipated. But complications ensued. His condition became more critical and his adviser, Dr. Marriot, regarded it as grave. During the last few days he was kept alive on champagne, being unable to take any other form of nourishment. He gradually weakened and the end came peacefully yesterday afternoon.

The deceased officer was a man who had distinguished himself in the service of his country. Born in May, 1855, he was thus in his 52nd year when he died. Entering the Navy, he early saw active service. In 1876 he took part in the punitive expedition up the River Gambia. He was with the naval Brigade during the Kaffir War of 1877-8, and went through the Egyptian campaign in 1882. Prior to that he saw service in China, being in 1879 lent by the Admiralty for work under the Chinese Government. In 1885 he was engaged on the Somali coast, and from 1892 to 1896 he was employed as commander in the Naval Intelligence Department. He was appointed Captain of the Port of Gibraltar in 1898 where he was a great influence for good among the men of both services. When the port passed into naval administration it became necessary that an officer on the active list should fill the position. Captain Barnes-Lawrence was accordingly transferred to Hong-kong, where he arrived in the early part of 1904 and took over the duties of harbour master. The fact that he held two decorations, medals for the Egyptian and Kaffir wars, testifies to his conduct in the time of battle.

It is no straining of language to say that Captain Barnes-Lawrence was the most popular man that ever filled the post of harbour master. Not only was he considerate in every respect to the members of the shipping community and always ready to advance their interests consistently with a due regard to the rights of the colony, but he was kindly disposed to all who worked under him, and the staff at the harbour office feel that in his passing away they have lost a real friend. He met every one as a man but no one ever failed to recognise his position. Apart from his duties in the harbour department, he took a not inconsiderable part in the government of the Colony. He had a seat at the Legislative Council, but though he was one of those members who was not always on his feet addressing the assembly, whenever he did speak his words were listened to, and his opinions treated with the greatest respect. Only a few weeks ago he made an interesting speech explaining the ordinance to amend the Merchant Shipping Ordinance. He further consideration of this measure was to have engaged the Council last Thursday, but in the absence of the Harbour Master it was postponed.

As one would expect from his kindly nature he, associated with Mrs. Barnes-Lawrence, took a considerable interest in local philanthropic movements. He was an active worker in St. John's Cathedral, and was identified with the missionary movement.

In addition to being Harbour Master, he acted as Marine Magistrate, in which capacity he always tempered justice with mercy. He was Emigration and Customs Officer, Registrar of Shipping, Superintendent of Gunpowder Depot, Collector of Light Dues, Superintendent of Imports and Exports, and agent for the Commercial Intelligence Department of the Board of Trade.

Deep sympathy is extended to Mrs. and the Misses Barnes-Lawrence in their sad bereavement.

The funeral will take place this afternoon at five o'clock from the Naval Hospital.

THE FUNERAL.

The remains of the late Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master were interred in the Protestant Cemetery at Happy Valley with full naval honours on October 3rd. The cortege, which was composed of a large and representative concourse of mourners, left the Royal Naval Hospital at Wanchai at five o'clock. In the van was a firing party from *M.S. Flora* under command of Captain Grand-Dalton, marching with arms reversed, each man of the party having a black band attached to his left arm. The West Kent band followed, and when the cortege started played Beethoven's funeral dirge. Then came the gun carriage, painted black, on which the coffin containing the remains of the deceased rested, the 'Flag of England,' which he had served so faithfully and so well, being his burial shroud. Beside the bier walked his colleagues of the Legislative Council and other friends. On the right side were Sir Francis Piggott, Hon. Mr. T. Sercombe Smith, Hon. Mr. W. Chatham, Hon. Mr. A. W. Brewin, Sir Paul Chater and Hon. Mr. Wei Yuk; on the left, Sir Henry Berkeley, Hon. Dr. Atkinson, Hon. Mr. E. A. Hewett, Hon. Mr. A. G. J. Gresson, Hon. Dr. Ho Kai and Mr. W. J. Fletcher, Clerk of Councils, while His Excellency the Governor followed in the rear as chief mourner. Next in order followed a naval detachment of petty officers, sailors and stokers headed by Commodore Williams and his staff, while at the rear marched a number of French sailors. Then followed the military detachment of 100 men before which were Colonel Darling and his staff. Next in the procession was the staff of the Harbour Office, headed by the Assistant Harbour Master, Mr. E. Jones, the boarding officers and clerks, while the Chinese boatmen in their uniforms brought up the rear. Last of all there were a hundred Civil Service cadets and a great many civilian friends of the deceased, among others being Messrs. E. H. Sharp, K.C., Dyer Ball, G. and J. Hastings, F. B. L. Bowley, Daniels, H. P. White, L. Murphy, A. Seth, P. N. H. Jones, H. H. J. Gompertz, F. J. Badeley, P. P. J. Wodehouse, A. R. Lowe, G. de Champeaux, C. D. Melbourne, G. H. Wakeman, G. C. Moxon, A. Wilson, T. F. Hough, J. J. Leiria, J. Wilkie, T. Skinner, E. A. Ram, L. A. M. Johnson, H. N. Mody, H. P. Tooker, P. Jack, H. Humphreys, E. Buxton Forman and A. S. Mihara, Revs. J. H. France and Pearce, Capt. Pennefather, Captain Milroy, Major Pritchard, Dr. Kruger, German Consul, M. Lisbert, French Consul and Mr. A. G. Romano, Consul for Portugal.

On arrival at the cemetery the coffin was borne on the shoulder of bluejackets to its last resting place, the nominal pall bearers, the gentlemen before mentioned, who walked beside the coffin, accompanying it, while the procession formed a circle round the grave. On the coffin was inscribed "Lieut. Aubrey Walter Barnes-Lawrence, born May 26th, 1855; died October 2nd, 1906. 'Until he come.'"

The Venerable Archdeacon Bannister, assisted by the Rev. H. Longridge, Naval Chaplain, conducted the burial service. On its completion the hundred rifles of the firing brigade burst forth spontaneously in a last salute which reverberated among the hills as the bugler played the last post. Thus concluded the obsequies.

From the Naval Hospital to the Cemetery a posse of police, in charge of Chief Inspector Baker and Inspector Gourlay, lined the route.

Wreaths were sent by the following:—Miss Barnes-Lawrence, Miss V. Barnes-Lawrence, H.E. the Governor, the P. and O. s.s. Co., Pacific Mail Co., O. and O. s.s. Co., Toyo

Kisen Kaisha, Portland Asiatic Co., Y.M.C.A., Officers 119th Infantry, Orderlies Harbour Department, Wardroom Officers of H.M.S. *Tamar*, Staff of the Harbour Department (a buoy and anchor), Mr. and Mrs. James Macdonald, Mr. and Mrs. Denison, Boatmen and Messengers of the Harbour Office, Mr. D. R. Law, Mr. T. Sercombe Smith, Mr. and Mrs. A. G. Wise, Mr. and Mrs. Gompertz, Staff Surgeon Mowat, R.N., and Mrs. Mowat, Miss Barker, Hon. Dr. Atkinson, Mr. R.T.D. Sayle, Dr. and Mrs. Sewell Wilson, Deputy Inspector-General and Mrs. T. D. Gimlette, Mr. and Mrs. G. W. Craddock, Mr. Duncan Clarke, Commodore and Mrs. H. P. Williams, Mr. J. E. Ellis, Mrs. and Miss Clarke, Mr. and Mrs. A. B. Skottowe, Major and Mrs. Ross, Mr. E. E. P. Erskine, Mr. C. Gregory, Mr. Fung Wa-chun, Messrs. D. Sassoon and Co., Mr. A. C. Botelho Jr., the Yik On s.s. Co., the Wing Mow Sang Kee, Mr. Francisco Tse Yat, Messrs. Tak Kee & Co., Messrs. Wing Kee, Mr. Kwok Chau, the Sam Wang Co., Mr. Nam Tai, the China Merchants Steamship Co., the Wing Shun Co., Mr. L. F. Cooke and Mr. Chi Wo.

THE LATE BISHOP HOARE.

MEMORIAL SERVICES.

Services in memory of the late Bishop Hoare were held at St. John's Cathedral on Sept. 30. At the morning service, which was largely attended, the Ven. Archdeacon Bannister was the preacher. Taking Psalm 90, V. 1 as his text, he said: I have chosen the words of this psalm for two reasons. First, because I think that in the words of this psalm, more than any other portion of God's word, we find utterances that are suitable to express the feelings and emotions of our hearts to-day, in the face of the common calamity, and secondly in the face of the special and peculiar calamity to us who worship in this church. The second reason why I have chosen these words is because in all human probability the eyes of our dear Bishop rested on these words on the day of his translation. They are the words of the first psalm for the eighteenth day of the month, and I have no doubt that on the morning of that day, in his prayers and devotions, he dwelt on the words of this psalm, and he would think the thoughts that you and I will think this morning. Truly, our hearts go out in sympathy with all who sorrow to-day. They go out to the homes of those ten thousand Chinese who, without warning, were suddenly swept away. Truly the human heart is the same. They were pagans. They knew not the comfort of these words, but still the human heart is torn by the same emotions and by the same sorrows; and ours go out to them. Our hearts go out to those families of the seafaring community in a world-wide service. We think of them and it draws us nearer to one another. We say in the words that were left to us, "Through the love of God our Saviour all will be well." So, my dear friends, I would ask you this morning just to think for a brief space of the words of the Hebrew sage. There are certain thoughts in his mind, but whether suggested by a calamity or not, or by dwelling on the general uncertainty of human affairs we do not know; but he gives us five thoughts for our contemplation, and if you will bear with me I will try to be his interpreter this morning. There is first of all the thought embodied in the psalm "the Lord hath been our dwelling place for all generations." He thought of his forefathers, of those who wandered from Urr. He thought of the time of preparation, and of the wanderings in the wilderness, and looking back through all the wanderings through all the changing scenes, days and nights of trouble, he could say "Thou hast been our refuge." You and I this morning after two thousand years of Christian experience, through all the changing scenes of life, in trouble and in joy, are able also to say "the Lord hath been our refuge." Here I think it would be right to say in view of the exaltation of modern thought and modern judgment, when the world bows before the fetish of intellectualism, the fetish of will, the fetish of power, "what is man?" You remember that terrible day at Martinique, with one strong blast of poisonous wind from

the heart of the volcano thousands of men were gone in the twinkling of an eye. Only the other day that city of the golden gate, with its palaces, its great business establishments, its great wealth stored up in its banks, stood in its pride. A few tremors of the earth and the whole thing vanished like the fabric of a dream. Again we saw on that sad morning of the 18th the fateful typhoon took us unprepared and the evening closed with broken hearts and homes in sorrow. After indicating the thoughts suggested by the prayer of the Hebrew sage, the speaker continued. This is not a time to speak of the anger or of the wrath of God. God speaks not in wrath. No God forbid. He says "I am the resurrection and the life." What is the message of Jesus. Jesus Christ is our propitiation. He is a propitiation for our sins. He came not to reveal the wrath of God. He tells us himself that God so loved the world that he gave his only begotten son that whosoever believeth in him should not perish but have everlasting life. I feel that if our dear bishop could speak to us this morning he would not have emphasised the grief that we could no help. We are now told that the flood of tears shall be looked. Because we are human, because we are men and women, the floodgates open and we express our emotions in tears. The bishop would have said to us "Make the prayer of this Hebrew sage yours", and pray for these things which I have been trying to interpret.

I feel that I cannot close without a few personal words regarding the gracious life of which we have been bereaved. He made his choice when his school and college days were over. He seemed to have settled his life on these lines. When he came out to China a young man he settled in Ningpo, where he gave his time and he gave his talent and he gave his wealth and he gave all his capacity. He founded a training college at Ningpo. I was looking the other day over what was left in his study, the piles of books in Chinese representing his study and his daily teaching to impress upon the Chinese mind the characteristic of the Christian life. For 25 years he laboured there, and he gave all that was best in him to the work. Some 80 or 90 young men passed in those years under his moulding influence, and they are now working, most of them, in their native province. Then there came the period all too brief for the church at large when he served as bishop in the adjoining province of Fukien. I know what it meant: hills and valleys to be traversed, schools, churches and congregations to be visited, and thousands of people to be confirmed. More than all, the foundations of the native church to be securely laid in the province in which he ministered. And in this last remaining section of the great diocese of Victoria he was hoping to expand and extend it in every direction. Now the labourer's task is over. Now the soldier's fight is finished. We hang up the sword; we hang up the shield, and we mourn his loss. The bishop was ever a gentleman; he was ever gentle as a christian ought to be, gentle with all men, under provocation still gentle. And he was just. I have known him for twenty years, and cannot recall a single instance where he ever said a word of any man that was better unsaid. He was always fair, always just and always gentle. Last of all he was wise. He knew when to speak, and he knew when to be silent. He knew when to admonish, and he knew when to be glad. He was essentially a wise man with the wisdom that comes from God. In conclusion the preacher expressed sympathy with the wife and family of the deceased bishop.

At the close of the service the organist played the Dead March in Saul, and the congregation remained standing.

In the afternoon a memorial service in Chinese was held.

Memorial services were also conducted at St. Peter's church.

A scheme is under consideration for the opening of a new route into China, by linking up Assam with Szechuan. The first section of the railway line from Sadiya to Rima has already been explored. The line is practicable, and would be profitable, and the Tibetans are said to be cheerfully acquiescent. The second section, from Rima to Katang, will depend upon Chinese goodwill.

SUPREME COURT.

Monday, October 1st.

IN SUMMARY JURISDICTION

BEFORE MR. A. G. WISE (PUISNE JUDGE)

A WOMAN IN IT.

The Nam Cheong firm sued Li Sui-nam to recover \$248.47 balance due on jewellery sold and delivered on August 2nd.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for plaintiffs and Mr. F. X. d'Almada e Castro for the defendant.

Mr. Almada applied for an adjournment.

Mr. Gardiner objected, as he believed defendant was keeping out of the way purposely to avoid judgment being given against him.

His Lordship—Is not this the case, Mr. Almada, in which I told you that the defendant must get well by to-day, or else lose his case?

Mr. Almada—Your Lordship mentioned something about it.

His Lordship—Well, I am very sorry for him.

Mr. Gardiner—He has been seen walking about during the last few days.

His Lordship—Yes, I said I wouldn't stand any more of this. The case must go on. He could easily have arranged to be carried up here if necessary.

Mr. Gardiner—He is quite able to walk up, your Lordship.

His Lordship—That's all right.

Wong Si-cheung, manager of the plaintiff firm, gave evidence as to supplying defendant with jewellery to the extent of the amount claimed. The firm had not yet been paid.

His Lordship—What was the jewellery for, his wife?

Mr. Gardiner—I don't know, my Lord.

Mr. Almada—I think the articles were purchased by a woman.

His Lordship—There is a woman in it, anyway. Judgment and costs for plaintiffs.

A DOUBTFUL ADMISSION.

Tera Chand proceeded against Bogh Singh to recover \$30.25, stated on the writ of summons to be due for rations supplied.

Mr. J. H. Gardiner appeared for plaintiff, defendant, who was unrepresented, denying liability.

Mr. Gardiner said he thought the writ ought to be amended, as he understood some of the money claimed was for a loan.

Plaintiff stated that he carried on business at No. 39 Cook Street, Hunghom. Recently he had occasion to go to Shanghai. Before leaving he appointed a man named Gidham Lam manager of his shop.

His Lordship—That is your other witness?

Mr. Gardiner—No, that man is in jail, my Lord.

His Lordship—What is he in jail for?

Mr. Gardiner—Larceny as a bailee.

His Lordship—You've only got the books to go on, then?

Mr. Gardiner—And on admission the defendant made in the Police Court.

Continuing, witness said the defendant had had 25 cents' worth of rations and a loan of \$30. This money was advanced by the man in jail.

His Lordship—Had he the right to lend money?

Mr. Gardiner—He had no right, but he was under the impression that the plaintiff was not coming back from Shanghai.

His Lordship—You admit the defendant got the money from the manager, so the plaintiff must sue him.

Mr. Gardiner—It was advanced by the plaintiff's firm.

His Lordship—But the manager had no authority to lend it.

Mr. Gardiner—But the defendant has had it. His Lordship—Yes, certainly. That's right enough. I know they are ignorant people, but I must stick to the law. The only man who can be sued for the money is the Indian in jail.

Witness continuing said defendant promised to pay him \$30.2 on September 19th.

Defendant denied this. He said another man admitted the debt.

His Lordship—Supposing a man in that position did make a promise to pay and didn't owe it?

Mr. Gardiner—The defendant does owe the money.

His Lordship—But not to your client.

Mr. Gardiner—He had it from the firm.

His Lordship—But the manager had no authority to lend it. The trouble is your manager being a fraudulent person, and having robbed his master, might have made any entries in his books that suited him.

Mr. Gardiner—The only thing is the defendant's admission.

His Lordship—I know, but I am not quite sure of it. I will put the case in Friday's list and you can consider your position.

A similar case in which the plaintiff claimed \$18.15 from Mangal Singh was also adjourned till Friday.

EUROPAN POLICE DESERTIONS.

DEEP-SEATED DISSATISFACTION.

On Sept. 29th three members of the European police force absented themselves from duty—one sergeant and two constables,—and it is reported that two of them have journeyed northwards by steamer. Only one explanation of this desertion is offered—that it is the direct outcome of the publication of the refusal of the home authorities to take any steps to improve the financial condition of the civil servants.

For some time the public have heard the outcry of the civil servants that the rising dollar was bringing their wages down to the verge of mere subsistence, and while public sympathy was with the men, hopes were expressed that the efforts of the Governor to procure better conditions would be successful. But the Secretary of State has not seen his way to make any alterations and the hopes of a large body of men in government service have been dashed to the ground. Not unnaturally the men feel highly indignant that their reasonable complaints have been ignored, and as already indicated the action of the three men who have deserted is regarded as the outcome of that official refusal which showed that there was little chance of improving the conditions under which they merely existed.

The case as it affects the sanitary inspectors is already pretty well known but the police have had to bear their hardships and grievances in comparative silence. The dissatisfaction among the police is general. The constable is discontented with his dwindling wage, and the inspector has no cause to feel jubilant. A constable just now draws about \$60 at 3/- a dollar. True, he has quarters provided, but out of that amount he has to pay his mess bill, which embraces only food and attendance and probably amounts to \$30 a month. The ordinary incidental expenses may absorb another \$5 or \$10 a month, so that indulgence in luxuries is out of the question. Then if he has to assist his parents at home, his position is much worse.

To ascertain the police point of view a *Daily Press* representative had a conversation yesterday with a member of the force. He declared that the force was deteriorating as the result of the cheese-paring policy that was being followed. The men were not adequately paid and the conditions of the agreement which they signed were not being carried out by the authorities. The older hands suffered like the younger members, and while their protests, dictated by prudence and the desire not to endanger their pensions, might not be so loud, there was not the least doubt of their genuineness. This dissatisfaction which permeated the Hongkong police would be published in the police organs with the result that the authorities would find a difficulty in recruiting. Men who were nearing the completion of their service to secure pensions would not wait a day longer than necessary, while the younger men would leave as soon as their agreements were fulfilled. The niggardliness with regard to light and fuel made it imperative for men to eke out their supplies from their own money, a factor which constitutes a breach of agreement on the part of the Government. Added to that are the various little irksome details which make the sum of their lives not the happiest. The time spent at Police Court added to their six hours' duty makes a long day, while the liability to commit an offence against the numberless regulations is enhanced by the memoranda

and orders issued daily. When it is stated that a man has to remember the 50 memoranda issued in the course of a year besides the law, it will be apparent that it is no easy task to refrain from unwittingly committing some small breach of these, for which he is fined. He cannot be fined without entailing a black mark against his name, and a few of these beggar his chances of a pension.

In addition to other grievances to which we will refer in a later issue, there is that of interfering with what he shall do with any little savings. He shall not lend it out at interest. He cannot invest his money in any of the numerous enterprises here, but somehow they allow him to put his money in the bank. Apparently "lending out to interest" does not apply here. To conclude. His liberty is restricted. He is subject to a severe discipline. He is not adequately paid. He is liable to fines for trivial offences. He has to contribute to the Widows and Orphans' Fund, which is described as nothing less than a "squeeze," and he is harassed with endless petty orders and instructions.

HONGKONG HOCKEY CLUB.

The annual meeting of the Hongkong Hockey Club was held at the Cricket Club Pavilion on Oct. 1st. Mr. L. Murphy (captain of the club) presided. There were also present Messrs. A. B. Ogle, R. E., member of committee, T. C. Gray (hon. secretary and treasurer), R. F. C. Master, P. P. J. Wodehouse, H. J. O. Barnett, J. G. McGillivray, C. F. B. Livesey, R. N., and Eng. Lieut. Greenwood, R. N.

The CHAIRMAN said as the report and accounts had been in members' hands for some days he had no doubt they would take them as read. He thought they were very satisfactory but was open to hear any comments or suggestions.

None were forthcoming, and the CHAIRMAN proposed the adoption of the report and accounts.

Mr. W. DEHOUSE seconded and the motion was carried.

Mr. J. BARTON was re-elected chairman of the committee on the motion of Mr. GRAY seconded by Mr. WODEHOUSE.

Mr. MURPHY proposed the re-election of Mr. Gray as secretary and treasurer.

Mr. BARTON seconded. Carried.

Proposed by Mr. WODEHOUSE, seconded by Mr. MASTER, and carried unanimously that Mr. L. Murphy be re-appointed captain.

The new committee elected consisted of Messrs. J. Barton, L. Murphy, P. K. Knyvett, A. B. Ogle, L. G. Bird and H. J. O. Barnett, and the selection committee of Messrs. L. Murphy, T. C. Gray, R. F. C. Master and P. P. J. Wodehouse (Chairman).

The COLONIAL SECRETARY wrote asking the Club to nominate a member to the recreation grounds committee in place of Mr. J. Barton, who is absent from the Colony.

As it was the wish of members that Mr. T. C. Gray should be appointed, that gentleman stated his willingness to act provided Mr. Barton was agreeable to his appointment.

It was decided to change the club colours. In future members will play in dark blue shirts and knickers. The subscription is also to be raised from \$1 to \$3.

A vote of thanks to the hon. secretary, Mr. T. C. Gray, proposed by the CHAIRMAN and carried unanimously, concluded the meeting.

The report presented by the committee read:—The Committee have the pleasure to lay before you their report on the last season. The accounts show a debit balance of \$16.97 on 30th September, 1906. The Club played 17 matches, winning 6, losing 8, the remaining 3 being drawn. Nine entries were received for the Challenge Cup, which again proved a success. The 119th Infantry won the Cup, defeating the 129th Baluchis in the final. To this latter team the Club succumbed in the second round, after a stubborn fight, by 5 goals to 4. The Challenge Cup Fund shows a credit balance of \$34.79 on 30th September, 1906. A feature of the season was the visit of a team from Canton at China New Year, and a reciprocal one to Shameen by the Hockey Club at Easter. One match was played here, the Club just winning, but at Canton they sustained two heavy reverses. It is needless to add that it is hoped these encounters will become annual events. The

thanks of the Committee are due to Mr. P. H. Holyoak for kindly auditing the accounts. The Club now consists of 55 members. During the season under review 16 new members were elected. The number of resignations was unfortunately large.

A FASHIONABLE WEDDING.

MULLER-BERKELEY.

The wedding of Captain George F. Muller, R.M.L.I., naval intelligence officer attached to H.M.S. *Tamar*, son of Mr. Harry Muller, of West Park, Surrey, to Miss Katherine Margaret Berkeley, eldest daughter of Sir Henry Berkeley, K.C., Attorney-General for the Colony, was solemnised on October 4th in St. John's Cathedral. "All the world loves a lover," but besides the many who were drawn to the Cathedral by the ordinary interest in a marriage, there were a large number of personal friends and well-wishers of both parties in attendance, so that the congregation which assembled to witness what may be described as the wedding of the season was unusually numerous. Not only that, but it is safe to say that the wedding was one of the prettiest seen in Hongkong for many a day, the conditions being such as to enhance the beauty of the English marriage service.

For some time prior to the hour fixed for the ceremony, 4 o'clock, there was a constant stream of arrivals, and when the clock struck the hour the Cathedral was well filled. Outside a number of people gathered to view the principals as they entered and certainly the occasion justified the attitude. The sunshine, softened by the spreading foliage, revealed moving pictures of charming young ladies beautifully attired in the pervading white and well-groomed men in uniform or the more sombre dress suit. While these delighted the eye, the strains of the organ floating in the balmy air appealed pleasantly to the ear. Altogether the surroundings were of that joyous nature which is the appropriate accompaniment of a wedding.

Almost punctual to the hour the bridal party arrived. The bride, escorted by her father and attended by her bridesmaids, Miss Alice Berkeley, Miss Nora Vernon, Miss Mary Master, and Miss Marjorie Berkeley, entered the church and walked up the aisle as the choir and congregation sang "The voice that breathed o'er Eden." She took up her position beside the bridegroom, who was supported by Surgeon Bais, R.N., H.M.S. *Tamar*. The Rev. H. Longridge, naval chaplain, assisted by the Rev. A. J. Stevens, conducted the service, which was fully choral, while Mr. Denman Fuller presided at the organ. The bride was given away by her father. The service concluded with the singing of the hymn "Oh perfect love all human thought transcending," and the bridal party ascended the chancel and walked under a series of floral arches to the vestry where the register was signed. H. E. the Governor and Commodore Williams accompanied the party and were witnesses to the attestation. Meanwhile the officers of the *Tamar* and the military officers, headed by Colonel Darling lined the aisle. As the party returned to the chancel the organist played Mendelssohn's Wedding March and the swords of the officers flashed as they drew them from their scabbards and held them aloft, forming an arch, through which the happy pair and attendant party passed on their way out. There they received the congratulations of friends and proceeded to Government House, where an informal reception took place, His Excellency having invited a few personal friends of the newly wedded couple to drink their healths.

The bride's dress was of soft ivory white Liberty satin very simply made, the skirt falling in long graceful folds, and the bodice swathed over a high belt and trimmed only with a dash of lace. She wore a tall veil and orange blossoms and carried a bouquet. The bridesmaids wore white taffeta silk frocks and little lace coats and large picture hats trimmed with blue. They carried bouquets of pink roses tied with blue ribbons and each wore a gold bangle bracelet, the gift of the bridegroom.

The honeymoon will be spent in Japan. Captain and Mrs. Muller travelling on Saturday.

FOUNDERING OF THE "CHARTERHOUSE."

SURVIVOR'S STORY: THREE DAYS ON A RAFT.

On October 4th the Norddeutscher Lloyd's steamer *Kohsechang* brought to Hongkong twenty-six survivors of the British steamer *Charterhouse* which vessel foundered about sixty miles from Hainan Head in the typhoon of September 29th. Twenty-four of the survivors were Chinese, the only European who was picked up being the Chief Engineer of the vessel, Mr. W. A. Dowse. Mr. Dowse, who was fortunate enough to get on a raft when the storm was at its height, has had a thrilling experience, being buffeted by wind and wave, scorched by a burning sun and without food and drink for three days. On arrival here he went to hospital and was there visited by a *Daily Press* man, to whom he related his story.

"The *Charterhouse*," said the narrator, "was commanded by Captain Clifton. Mr. Farquharson was her chief officer and Mr. J. Gregor her second. I was chief engineer aboard, Mr. C. Forbes second and Mr. A. Maurmann, third. I am not sure of the number of crew she carried, but together with passengers there must have been one hundred souls on board, and of these fully seventy are missing.

"We left Hoihow on Friday, September 29th, at 3.30 p.m. and were overtaken by the typhoon by 10 p.m. We then had everything shipshape; each man was at his post and all that could be done was done to ride through the gale. Up till 2.30 a.m. the wind increased in velocity, carrying away masts and rails, while our vessel was tossed about like a cork first on the mountainous waves, then in the trough of the sea, and considerable damage was wrought. The engines were set at slow, and with the passing of every hour the storm increased and lessened the chance of our craft being able to ride safely through it. At 9 p.m. on the second day word was passed that the ship was foundering. Her boats were got ready and the passengers and crew lined up on deck. Owing to the heavy seas, however, it was found impossible to launch the boats. There was nothing for it but to get in them, wait till the ship sank and take the chance of them floating off.

"Even in this last dark hour when our only hope of salvation lay in the frail boats of the ship, it is a noteworthy fact that no panic prevailed. Calmly the officers did their duty, and their courage in the presence of death caused the Chinese, both crew and passengers, to emulate them. While all grimly waited the sinking of the ship the second officer was missed, and could not be found. About ten minutes before his absence was noted he was talking to me on the upper deck, and it is surmised that he must have been washed overboard in going aft, as the seas were breaking high over the vessel, and her rails were gone. When the *Charterhouse* settled only the after boat got away. The others were mostly broken up. The boat containing the ship's officers was capsized. I managed to extricate myself, and got on a raft carrying seven Chinese, which was floating near me. Shortly afterwards I saw the second and third engineers on another raft, and they called out to me that they were all right. After that I lost sight of all craft until Sunday, when I came across a raft carrying two firemen. We remained together that day, and towards evening found a vacant raft. This I lashed to the small one on which we eight survivors were, because we were so cramped for room that it was impossible to lie down to get a sleep. Then we drifted with the tide until Monday afternoon when a lifeboat was sighted ahead, but by the following morning it had disappeared. On the evening of Tuesday, October 2nd, our hopes were raised by the sight of a smoke cloud on the horizon and later when that gave way to a steamer's hull we were filled with an exceeding great joy. The Chinese, I thought, were going mad. Now we could quench our thirst. Now we could appease our hunger. And now indeed, after the perils through which we had passed, did life seem worth living. When the steamer approached nearer we noticed that she was the *Kohsechang*, attracted the attention of those on board and were picked up, and brought on to Hongkong

The two firemen were also rescued and I learned on board that sixteen Chinese, two women passengers, had been picked up from another raft. On the voyage to Hongkong Captain Rosiefsky ordered his crew to keep a sharp lookout for other castaways, but no more were found."

The *Charterhouse* was laden with sugar from Java. Her agents, the Joo Tek Shing of Hongkong, state that she was insured. The value of the cargo is unknown. Of the total number on board, 97, only 25 were rescued. Six British officers including the doctor, were drowned.

CIVIL SERVICE CO-OPERATIVE SOCIETY.

We understand that Hongkong's Civil Servants are still considering a scheme for the promotion of a co-operative society. Articles of association for its governance have been drawn up, accepted by H.E. the Governor and approved by the Secretary of State. It is stated that the nominal capital of the Society will be \$20,000 divided into 1,000 shares of \$20 each, and no member can hold more than 25 shares. None but civil servants are eligible to become members of the Society with the exception of widows of servants of the Crown and unmarried orphan daughters of deceased servants if resident in the Colony. Only members shall enjoy the privilege of purchasing goods at the stores, and they shall not be permitted to purchase for sale or disposal to persons who are not members. The object of the Society is to secure to its members, at the lowest possible prices, a supply of articles of all kinds both for domestic consumption and general uses. The Society shall be managed by a board of nine unpaid directors chosen from shareholders, and as soon as a sufficient number of shares have been applied for an inaugural meeting will be called.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council held at the Board Room, Kulangsu, Amoy, on the 11th. September, 1906.
PRESENT:—Messrs. F. B. Marshall (Chairman), C. A. V. Bowra, A. F. Gardiner, J. Takatsuki, W. H. Wallace, the Health Officer, and the Secretary.

1. The minutes of the last meeting were read and confirmed.
2. On the motion of Mr. Wallace the Secretary is instructed to obtain from contractors estimates for erection of a matchless Pavilion on tennis ground, also estimates for purchasing and removing the present Pavilion.
3. The Secretary is instructed to inform the owner of the Motor Bicycle that, while the Council consider such machines undesirable on the Island and any increase in the number of these machines on the roads to be discouraged as they are a source of considerable danger, to the public, they realize the care the owner takes to avoid accidents and, for the present are willing the "closed time" for riding the machine shall be from 4 p.m. to 6.30 p.m.
4. The Council decide that the Sikh Municipal Police, at the option of the Council, may, after three years' service, be granted leave on half pay at the rate of one month for every completed year's service.
5. The Secretary is instructed to write to the Senior Consul forwarding him the Title Deeds of a plot of land offered the Council for new Gaol, &c., and requesting the Consular Body to kindly ascertain from the Chinese authorities whether these Deeds are registered with the Hai-fang-ting and in order.
6. The following extract from report of Government Analyst at Hongkong on the nine samples of Milk sent him for Analysis on the 3rd inst., is ordered to be published for general information:—

Marks "A1" from Chiat-hoat, Chin Chai "I am of opinion that the said sample contained the parts as under:—Milk 62; added water 38; 100."

Marks "A2" from same Dairy as above, "I am of opinion that the said sample contained the parts as under:—Milk 89; added water 11; 100."

Marks "B1" from Eng Hap, He-ab. "The quality of the milk answers the legal requirements". Marks "B2" from same dairy as "B1" "The quality of the milk answers the legal requirements".

Marks "C1" from Hop Soon, Sam Ah "The quality of the milk answers the legal requirements". Marks "C2" from the same dairy as "C1" "The quality of the milk answers the legal requirements".

Marks "D1" From Seng Kee, Seng Ha "I am of opinion that the said sample contained the parts as under:—Milk 96; added water 4; 100". Marks "D2" From the same dairy as "D1" "The quality of the milk answers the legal requirements".

Marks "E1" From Kulangsu Milk Company. "I am of opinion that the said sample contained the parts as under:—Milk 96; added water 4; 100."

7. The superintendent of Police reports the Mixed Court dealt with the following cases during the past fortnight.

	No. of cases.	Bamboos	Fined	Cases dismissed	Referred to Arbitrator	Opium shop to be closed	Settled out of Court	Judgement for Com-plaintant	Remanded	Cautioned	To give Security	Pending
Summary arrests												
Larceny	1	1										
Nuisance	2	1	1									
Breach of K.												
M. C. Regns.	1	1										
Assisting a prisoner to escape	1	1										
Total	5	3	2									
Summonses.												
Assault	5	1	2				2					
Breach of K.												
M. C. regns.	8	4	1			2			1			
Debt	4				1			2	1			
Nuisance	1									1		
Non-payment of Taxes	1											
Refusing to quit premises	1								1			
Contempt of Court	2		1									1
Using threats	1											
Total	23	1	7	1	1	2	2	3	2	2	1	1

(Signed) FRED. B. MARSHALL,

Chairman, Kulangsu Municipal Council.

By order,

C. BERKELEY MITCHELL,

Secretary, Kulangsu Municipal Council.
Kulangsu,
Amoy, September 29th. 1906.

PLIGHT OF THE RAILWAY COOLIES.

It will be remembered that a few weeks ago several hundred coolies, experienced in railway work, were brought down from the North for the purpose of constructing the railway line in the New Territory. Shortly after their arrival most of them were attacked by malaria and were incapacitated from work. The lack of ordinary attentions did not tend to a speedy recovery, and then when the typhoon came and swept away all their makeshifts their plight was indeed pitiable. The contractor was helpless and as no assistance was forthcoming some of the men left Shatin and made for Kowloon in the hopes of finding refuge. Some of them found their way to the Disinfecting Station, where they lay down and on being discovered by the officials were sent to the hospital. The news evidently travelled to Shatin, for the result was that contingents of these northern coolies continued to arrive at the Disinfecting Station, adding to the difficulties of the already over-taxed officials. As it is, some measure of relief ought to be quickly extended to the men in the New Territory.

Two Chinese were engaged in the illegal occupation of fishing with dynamite at Shatan Kok on Sept. 30, when the charge held by one man exploded before he was prepared, with the result that he was blown to pieces and his comrade severely injured. The latter was conveyed to hospital.

COMPANIES.

THE DOUGLAS STEAMSHIP CO.

The twenty-third annual general meeting of shareholders of the above company was held at the offices, Douglas Street, on Oct. 2nd. Mr. H. P. White presided and there were present Hon. Mr. W. J. Gresson, Messrs. A. Babington, G. Wood, J. A. Jupp, J. S. Perry, S. H. Michael, E. J. Moses, M. Maboumed, Wang Pak Yue, Tsoi Kai, and J. E. Gomes, secretary. The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen. The report and accounts having been in your hands for some days, I will, with your permission, take them as read. We, in common with other shipping interests in the East, have suffered from the extreme depression of trade generally and competition on our lines has been rendered keener by the paucity of remunerative employment outside. The heavy increase in the price of coal during the year has proved seriously detrimental, and extra docking charges, as pointed out in the report, have still further militated against profitable working of the steamers. During the year the "Haimun" has frequently had to shut out cargo which was diverted to opponents, and had the steamer which was proposed to be built last year—which while carrying considerably more cargo would have cost little more to run—been in her place, we should have been able to run her at a fair profit, considering the abnormal conditions prevailing during the year, and have materially lessened opposition. After due consideration the General Managers and Consulting Committee have decided to offer to shareholders a dividend of 5 per cent., which, it is hoped, will be considered a fair one in a bad year. As regards the present year's working, prospects are certainly more favourable. Earnings to date are fairly good. Coal is considerably reduced in price, and, we trust, will still go lower. We shall make a considerable saving in insurance of steamers, while keeping them fully insured; and if trade improves and there are no untoward extra docking expenses, we venture to think we may look for a considerable improvement in the net result of the working of the steamers. The recent disaster to the Colony, which we all deplore, will doubtless dislocate the working of cargo for some time and we are fortunate in having the use of our wharf, which at the present juncture is of the utmost value. It is with regret that I have to refer to the death of Mr. C. H. Thomson, who was a member of your Consulting Committee for some years. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

Mr. PERRY, who could not be heard from the press table, was understood to criticise the statement that if they had had a bigger steamer than the "Haitan" they would have done better during the year.

The CHAIRMAN's reply was that the "Haitan" had had to shut out cargo.

Mr. PERRY did not see how they would improve their position next year.

The CHAIRMAN—By the reduction of expenses.

Mr. PERRY also referred to the loss of wastage.

The CHAIRMAN's reply was not heard at the press table.

Mr. PERRY—Do the steamers get decent cargoes?

The CHAIRMAN—Yes.

Mr. PERRY—Do they pay their way?

The CHAIRMAN—Certainly.

Mr. PERRY—What do shareholders get out of the working of the steamers?

The CHAIRMAN—Five per cent this year.

Mr. PERRY then went on to say that he did not think it would make any difference whether they had a good year or a bad year, and mentioned a certain arrangement with Chinese, which, if that were kept, would prevent them taking advantage of higher prices for freights. There would be no improvement in the company unless they effected some retrenchment in the expenses.

The CHAIRMAN—We are retrenching.

Mr. PERRY—I mean with regard to general expenses.

The CHAIRMAN was understood to say that they could not retrench any further.

Mr. PERRY—Then if you cannot we are in no better position.

On the motion of the CHAIRMAN, seconded by Mr. JUPP, the report was adopted.

The CHAIRMAN proposed and Mr JUPP seconded the re-election of the Hon. Mr. W. J. Gresson, Messrs. Babington and Wood to the Consulting Committee. Carried.

Messrs. W. H. Potts and A. R. Lowe were re-elected auditors on the motion of the CHAIRMAN, seconded by Mr. PERRY.

The CHAIRMAN—Thank you for your attendance, gentlemen. Dividend warrants will be ready this afternoon.

CANTON INSURANCE OFFICE, LTD.

The report for presentation to the shareholders at the twenty-fifth ordinary meeting, to be held at the offices of the general agents, on Saturday, 20th October, at noon, reads:—The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1905.

1905 ACCOUNT.

The balance at credit of this is \$567,750.93 which it is proposed to appropriate in the following manner:—

A dividend of \$20 per share	\$200,000.00
Addition to the reserve fund	75,000.00
Addition to re-insurance fund	34,112.44
Amount written off gold securities	25,000.00
Balance carried forward to 1906 account	233,638.49

Total ... \$567,750.93

Owing to the rise in exchange the General Agents and Consulting Committee have decided to appropriate \$25,000 to provide for the decline in the Company's gold securities as expressed in silver. These securities now stand in the Company's books at their market value.

CONSULTING COMMITTEE.

Since the last meeting Mr. E. Shellim resigned his seat on leaving Hongkong for Europe, and Mr. D. M. Nissim was invited to fill the vacancy. This appointment requires the confirmation of shareholders.

The Hon. Sir Paul Chater, C.M.G., Messrs. F. Maitland, H. P. White and G. C. Moxon retire, but being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and H. Percy Smith, F.C.A., who being eligible, offer themselves for re-election.

JARDINE, MATHESON & Co., General Agents,

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31st DECEMBER 1906.

LIABILITIES.	
Capital subscribed	\$2,500,000.00
Amount paid-up	500,000.00
Reserve fund	1,640,000.00
Re-insurance fund	165,887.56
Outstanding dividends	8,043.00
Accounts payable	82,994.46
Balance of working account, 1905	567,750.93
Total	\$2,924,675.95
ASSETS.	
Cash, on current account with Hongkong & Shanghai Banking Corporation	\$ 69,208.87
Fixed deposits, with Banks in Hongkong	225,000.00
Mortgages and Debentures, in Hongkong and Shanghai	2,021,528.52
Chinese Imperial Government Loan, 1896	44,078.18
United States Bonds, (4 per cent. Loan, 1925)	400,000.00
Japanese Government Bonds	164,860.38
Total	\$2,924,675.95
WORKING ACCOUNT, 1905.	
Losses and Claims paid	\$1,182,771.82
Charges, including directors', auditors' and survey fees, agents' expenses, &c.	83,019.04
Commissions	135,619.70
Balance as above	567,750.93
Total	\$1,969,161.49
Amount brought forward from last account	\$ 211,540.38
Net Premium received, less returns and re-insurances	1,554,809.20
Interest	200,350.62
Transfer fees	67.00
Exchange	2,394.29
Total	\$1,969,161.49

SOUTH MANCHURIA RAILWAY COMPANY.

EXTENSIVE SCOPE OF ITS BUSINESS.

Judging from the fact that many promising undertakings in Manchuria are included in the business of the South Manchuria Railway Company it is evidently intended by the Government to make the new company the foundation of the economic administration in the territory, remarks Mr. Sasaki, Director of the new Tokyo Railway Company, in his contribution to the *Oriental Economist*. As England made use of the East India Company for the development of India, so Japan aims at utilising the railway company for a similar purpose. Apart from the question of the advisability or otherwise of allowing the company to engage in such business as harbour works, maritime carrying trade, or electric lighting, there is little doubt that the company's right to carry on coal mining and warehousing along with the railway business, will have a most beneficial effect in the development of Manchuria. Some people may blame the Government for permitting the company to engage in coal-mining, on the ground of the failure of a similar policy in respect to the Hokkaido. It must be remembered however, that circumstances are different as regards Manchuria and the Hokkaido. The fact that the Hokkaido Colliery Railway Company has been compelled to attach more importance to its own business even at the expense of retarding the development of the island as a whole must chiefly be attributed to the inadequate equipment of transportation facilities. With regard to Manchuria, however, a speedy opening up of its resources can hardly be expected unless coal-mining is allied to the railway business. The transport capacity of the Manchurian railway when it is altered into the standard gauge as is intended, will be such as to leave ample room for public demand after making provision for the mining business.

Turning to the warehousing business, it will be observed that the establishment of large warehouses at every important station where goods may be stored as occasion requires should be regarded as a progressive step in the railway business. On some of the great American railways, it seems, a similar thing is already being done. The practice of sending a large quantity of goods from the producing districts direct to the centres of distribution irrespective of the condition of the market is not a very good plan. It is often liable to upset the equilibrium of the market, resulting in a fall in price and consequent loss. If, on the other hand, goods are stored at warehouses within easy reach of the railway, and transactions are carried on and deposit receipts issued by the warehouses, a better balance between supply and demand would be maintained and the producers will be less liable to loss.

According to the orders received by the company from the Government the line is to be reconstructed on the standard gauge of 4ft. 8½in. within three years from the commencement of business. This means that the Japanese Government attaches more importance to railway connections in China and Korea than to those with the Siberian line. It is considered that the reconstruction of the Manchurian railway on the Russian gauge would not only involve a greater expenditure of money but the Japanese authorities evidently consider it inadvisable from a military point of view. It would be a mistake to suppose that because the South Manchuria Railway Company has a monopoly of so many promising businesses there will be no profitable enterprises left for individuals of private companies in Manchuria. Besides the manufacture of salt, for which a company is now being formed on a large scale, mining and the manufacture of bean cake would be amongst the most profitable and successful undertakings. The latter, especially, will prove a very lucrative industry when the harbour works of Tairen and the shipping arrangements are completed. At present the industry is carried on by Chinese in the neighbourhood of Newchwang by primitive methods beans which are sent down the Liao by junks being the material used. If large factories are started at Tieling or vicinity where beans are produced and the

produce is sent by rail to Tairen for shipment to Japan the industry is sure to make rapid progress.

CANTON.

(FROM OUR CORRESPONDENT)

September 27th.

OFFICIAL MOVEMENTS.

Viceroy Shum has sent the Nam Hai Magistrate to Kan-kong, where he will hold an inquest on the people who were killed in the riot, and investigate the cause of the disturbance.

Taotai Tuan Shu-Wan has been appointed Chief Inspector of colleges and schools of the Kwangtung Province by Viceroy Shum, vice Literary Chancellor Yu Sik-Mui, who has resigned and is proceeding to Peking for audience by the Emperor. It is reported that the Literary Chancellor received a cablegram from Peking this morning appointing him President of the Kwangsi Railways. Cao Sew Chok has been appointed Vice-President Chou Hok Yuen, seventh son of Viceroy Chou Fu, has resigned from his positions as Chief Superintendent and Secretary of the Military Yamen of Canton. He was compelled to send in his resignation as the Ta Ching law forbids both father and son to hold official positions in the same province.

A TRICKY THIEF.

Chan Fook was arrested by the river police for larceny on the s.s. *Kwong Chow*. When brought before the magistrate for trial he had a fainting fit. He was immediately removed to the Government Hospital in the North Gate, whence he escaped. It is said that one of the hospital servants recognized the prisoner as a man who had twice been admitted to the hospital and twice disappeared. Strict search is being made for him. He will no doubt be severely punished when arrested.

KIDNAPPED.

Every year thousands of men and women visit the Wong Tai Sin Temple at Fah-ti to worship the image of the famous medical practitioner of Canton who died over one thousand years ago. The Chinese believe that the dead doctor's prescriptions will act as a panacea. On the 25th instant, the son of a wealthy merchant here, surnamed Ho, who has been ill for some time, went to worship the medicine man's spirit. While in the temple he was kidnapped by robbers, who afterwards drugged the young man and took him to a hotel in Fat Shan. Fortunately the proprietor, who was formerly a school-mate of the victim, at once recognized him. The pitiable condition of the poor fellow roused his suspicions and he immediately reported the matter to the police who succeeded in arresting one of the robbers.

RIOT IN FAT SHAN.

A riot broke out in Fat Shan on the 25th instant on account of the officials imposing a house-tax on the huts occupied by the poor people. Fortunately the magistrate sent an armed force in time to disperse the mob before anything serious happened. It is reported that several soldiers were wounded.

STRUCK BY LIGHTNING.

The Hop Kee passenger junk while on a voyage from Fat Shan to Canton was struck by lightning on the 26th instant. The stern of the junk was cut clean off and she immediately sank.

Canton, September 28th

VICEROY SHUM.

It is reported that His Excellency Viceroy Shum has again memorialized the Central Government that he may be granted immediate leave to proceed to Shanghai to recruit his health before proceeding to Yunnan to take up his new appointment. In his memorial he mentioned that he has had another relapse of illness and implored the Throne to permit him to deliver the Viceregal Seal and turn over all public functions to His Excellency Shan, the Tartar General. It is doubtful whether the Throne will sanction his request. He has chartered the China Merchants' steamer "Kwong Li" which left Shanghai two days ago. Preparations have been made for his family to embark by that steamer on her arrival here. Viceroy Chou Fu has also memo-

realized the Throne for one month's leave to return to his native place before coming to Canton.

BANKER DISAPPEARS.

The proprietor of the Yick Shing Loong Bank in Kwong Fu Chin Street closed up his bank yesterday and absconded. It is said that he entered into many contracts with the reformers up country to supply them with firearms and ammunition and received considerable sums of money from them. The time for delivery of the goods is about to fall due, and as he had no intention to carry out his contracts, he adopted the best scheme (as the Chinese say) out of the possible thirty six by which one may extricate oneself when in trouble. He ran away. The news having come to the knowledge of the local authorities they caused the premises to be immediately seized and searched in the hope of obtaining some clue which might lead to the arrest of the reform parties. They are keener after rebels than rogues.

A CHARITABLE UNDERTAKING.

Owing to failure of the winter rice crop in certain districts of Kwangsi through want of rain, the price of rice has risen considerably in those districts. Tin, Taotai of Kwangsi, has requested the wealthy merchants there to raise capital and form a syndicate to import rice from Canton and sell it at cost price to the people of those districts. Tin Taotai is prepared to place large sums of Government funds with the syndicate to assist them in this charitable undertaking. The Chan Wo Bank in Nanning has been appointed bankers of the syndicate by Mr. Tin to remit money to Canton for transaction of business.

"BEHEAD EIGHTY NINE."

Chu, Taotai of Ko Chow Prefecture, cabled to Viceroy Shum that the prisoners (over 100) of the Tin Pak City (near Sui Tung) prison mutinied. They broke the prison doors and made their way into the city where they stole the firearms and ammunition of several military stations. Soldiers were immediately despatched to capture them. The prisoners fought most desperately. In the fight five prisoners were killed, 92 captured and 11 escaped. Chu Taotai requested Viceroy Shum to cable instructions to him to act in the matter. Viceroy Shum cabled the following instructions:—"Behead 89 prisoners. Do not execute Poon Sin Cheong (ringleader), Leung Fung Chun (military bachelor of arts), and Yeong Ah Kee."

October 1st.

NOTABLE ENGAGEMENT.

His Excellency Viceroy Shum's daughter has been betrothed to the son of His Excellency Yu Sik-mui, late Literary Chancellor and Inspector of Colleges and Schools of Canton. The celebration of the engagement took place yesterday. Both officials are natives of Kwangsi. All the local authorities called at the Viceroy's Yamen and offered their congratulations.

MORE RESULTS OF OPPRESSIVE TAXATION.

News reached Canton yesterday that a riot broke out in the Ching Yuen City through the pork dealers refusing to pay the new tax imposed by the pork monopolists. The mob stormed and destroyed the Tax Bureau. The Magistrate was compelled to send out an armed force to disperse the rioters.

WORK FOR SHIPBUILDERS.

Recently numerous robberies were reported to have been committed within the harbour limits on the river. This has come to the knowledge of Viceroy Shum, and in order to have a sufficient patrol force on the river to cope with the robbers, His Excellency immediately gave instructions to build eight more steam pinnaces for police to patrol the river. Shipbuilders' hands are now fully occupied on account of the recent typhoons. Unless the Chinese Government is prepared to pay a high price to build these vessels, I am afraid the floating population will have to wait for another year before they can obtain this additional protection.

A FRATERNAL CENSOR.

Chan Ting-heung, ex-Editor of the "Ah Chow Po," was imprisoned by Viceroy Shum some time ago for publishing a libellous article against His Excellency. The press was seized and confiscated. Poor Chan is still in prison, although every effort has been made by his relatives and friends to obtain his release. It is reported that his brother Chan Ting-kwai,

who is a very powerful censor in Peking, was very angry over the drastic measures taken against his brother. He has memorialized the Throne against all the present civil officials in Canton. The text of his memorial has not reached Canton yet.

MACAO.

[FROM OUR CORRESPONDENT.]

October 4th.

RELIGIOUS PROCESSION.

On Sunday next, the 7th instant, the annual feast of the Holy Rosary takes place in the oldest church in this city, the S. Domingo's Church. There will be the usual procession in the afternoon, and no doubt it will attract many people from Hongkong. Owing to the scarcity of river steamers, I do not think that there will be an excursion this year.

DR. CARREIRA D'AZEVEDO.

News was received here by wire of the death in Lisbon of Dr. Carreira d'Azevedo. The deceased belonged to the Portuguese Navy, and was for some years the medical officer of the navy at Macao where he made many friends and where he also married. Dr. Carreira, as he was better known by his friends, practised his profession for some time in your colony, and was also popular there. Much sympathy is being felt for his sorrowing widow, who was a Hongkong lady.

THE PRAYA GRANDE DAMAGE.

After closer examination the damage done to the wall of the Praya Grande by the last typhoon is far more serious than at first imagined. In some places the damage constitutes a source of danger to passers-by. It would be well for the Government at once to set about repairing the places damaged. If the local authorities have no power to spend more money than the amount voted by the Home Government, they should wire for permission. Should the Praya give way, the houses along it may also collapse.

THE WEATHER.

Two days ago we received notice of another typhoon, but happily it did not come this way. We are now experiencing very nice and exceptionally cool weather.

THE OPIUM EDICT.

The Rev. W. A. Cornaby has sent to the Press a translation of last month's Edict which he considers better than the one published. It is certainly more in the tone we should have expected:—

"Since the Imperial prohibition of opium almost the whole of China has been flooded with the poison. Smokers of opium have wasted their time, neglected their employment, spoiled their constitutions, and ruined their households; and thus, for some decades, China has presented a picture of ever-increasing poverty and weakness. It rouses our deep indignation even to speak of the matter. The Court is now ardently determined to make China powerful, and it is incumbent upon us to urge the people on to reformation in this respect, that they may realize the evil, pluck out this deep-seated cancer, and follow the ways of health and harmony.

We therefore decree that, within the limit of ten years, this harmful "foreign muck" be fully and entirely cleansed away. And we further command the Council of State Affairs to consider means for the strict prohibition both of opium-smoking and of poppy-growing (in China itself), and report their deliberation to us for approval."

THE O.S.K. "AKASHI MARU."

LOOTED BY CHINESE.

The steamer *Haimun*, from Foochow, Tamsui and Amoy, arrived yesterday with the Rt. Rev. Bishop Clementi and Consul Paddock among her passengers.

She reported mixed weather. The *Akashi Maru*, whose mishap we have already reported, was seen to be badly ashore on the North Crope Reef. She was abandoned, and being looted by Chinese fishermen.

THE SHANGHAI SHOOTING CASE.

We give below some extracts from the evidence that led to the conviction and sentence of eighteen months' imprisonment, in the Shanghai shooting case.

There need be no hesitation (said our Shanghai contemporary on September 21st) in stating that never has the Supreme Court at Shanghai been so densely packed with spectators at any trial as it was yesterday when Peter Hyndman was arraigned on the charge of murder. Such is the interest that has been evoked by the tragedy in Haining Road that many were found willing to stand through long hours of yesterday morning and afternoon for the simple satisfaction of catching an occasional glimpse of the prisoner or a witness's head, and sometimes picking up a word or two of evidence or argument. Others who could not obtain standing room within the court itself found a precarious footing against the outside of the windows, but the drawing of all blinds in the afternoon prevented further enterprise in this direction. His Lordship had to call for order on several occasions. The evidence is set forth fully elsewhere and of the trial itself nothing more can be said here, as the hearing has not been concluded, except that Mrs. Rose had sufficiently recovered to go into the witness box, and the accused bore himself all day with great calmness. It is noteworthy that a jury of twelve was empanelled instead of five as heretofore.

Peter Sydney Hyndman, bookkeeper, was charged that on September 1st feloniously, wilfully and of malice aforethought he did kill and murder Harry Smith. The trial lasted two days, as reported in our telegram giving the result.

Messrs. C. R. Burkill, C. M. Joyce, J. J. Dunne, and F. G. Payne preferred to pay £5 fines rather than sit on the jury.

The Acting Crown Advocate, Mr. Duncan McNeill, outlined the story of the woman in the case. She stated that she heard that Hyndman was there and she tried to get away. In getting away she was shot. She stated that she was half-way down the stairs when she was shot, and the doctor's evidence would be that the wound might be caused by a shot from above. Mr. McNeill proceeded to state that in accused's pocket was found a letter informing his father that he was going to be married. Another paper in his pocket was a document in which he disposed in detail of such assets as he might leave behind him. He claimed for arrears of wages against another hotel where he had been employed, and these arrears he left to Mrs. Rose. He stated that all his property and also this claim was to go to her. The revolver referred to in that document was stated to belong to Guilfoyle and Hyndman said it was to go back to him. The document was not a will, but simply something to show people how to act should he not be able to act himself. There were several corrections to the document. There was a note at the foot in ink in which accused said "I am not off my head by a long chalk."

Most of the evidence we have given before. The most important witness was the woman Mrs. Rose, whose testimony was previously not obtainable. Although a bullet still remained in her body, she was well enough to appear in Court.

She said her husband died in March last. After his death she went to live with her brother in Dent Road. That was about a month after. Witness was living there at the time of this trouble. She was in Mr. Smith's house on September 1st. That was not the first time she had been there; she had been there three or four times. She remembered that the boy came upstairs and said, "There is a gentleman down below." Mr. Smith went to see who it was. He came back and said, "Look out Winnie, it's Hyndman." Then there was a struggle. Witness went out on to the verandah. As witness was going downstairs some one shot her from the top of the stairs. She did not hear any other shots fired. She had known Hyndman for seven years. She had been seeing him on and off during the whole of that time. She got a letter from Hyndman on the afternoon before the shooting. The letter produced was the one. After she received

that letter she saw Hyndman and spoke to him with regard to the contents of that letter. She told him that she was going out the next day but not with him.

The Crown Advocate read the letter as follows:—

"Hotel Metropole Co., Ltd.
31st August, 1906

DARLING WINNIE,—I am sending you by the ricksha coolie the articles requested. I will be home later. Don't wait for me for dinner. I will be home soon after. Darling, be good and true to me for once, Dollie.

Yours all in a sweat and busy, with loving kisses.—Yours only,

PETER.

Go to bed and rest yourself and to-morrow we shall have a good day's outing."

Cross-examined by Mr. Andrews—At the time this letter was written witness was engaged to marry Hyndman. They were engaged before she went to Wuhu. The letter produced, dated August 18th, was written by witness to Hyndman. She also wrote the other letter, produced, to Mr. Hyndman on his birthday in August.

Mr. Andrews proceeded to read the letters:—
"August 18th, 1906.

Darling Peter,

Thanks very much for the present you so kindly sent Charlie; he is awfully pleased with it. All the morning he has been asking for you and watching for you. I have still got the pain but not very bad. Hoping to see you soon. Yours for ever,

WINNIE ROSE.

P. S. All this space means kisses, take one at a time, Dolly, (Don't mind pencil.)"

"PETER DEAR,

Since every circumstance which associates itself with you finds interest in my eyes, I cannot allow the anniversary of your birth to pass without hailing it as the auspicious day which, by giving you to the world, indirectly becomes to me also the advent of a bright and happy existence.

My heart is too full to congratulate you in appropriate terms, but what is wanting in eloquence I will endeavour to convey in earnestness. May you live to see many of these occasions; and may each succeeding anniversary find you happier than the last and leave you still entering upon the threshold of new joys!

I have enclosed a trifling memento of the event which you will greatly please me by accepting and wearing. It is accompanied by every wish which affection and solicitude can dictate. And with repeated assurances of my deep and abiding regard,

Believe me,

Dear Peter,

Yours ever affectionately and devotedly,

WINNIE DOROTHY MOLLIE ROSE."

Witness said "Charlie" was her four-years old son. In further reply to Mr. Andrews she said that she did not think she was in Wuhu a month. She lived there with her brother who held a position in the Customs there. The ring produced witness gave to Peter Hyndman after she was betrothed to him. It was a "Mizpah" ring. The ring meant "The Lord watch between me and thee while we are absent from one another." After witness came back to Shanghai from Wuhu they were still betrothed as man and wife. Hyndman was living in the city then. Afterwards he went to live in Dent Road with witness's brother. Witness asked him to go there. He was to pay board there. Hyndman went to live in Dent Road with witness, her brother John, her brother Markie, her sister Katie and witness's two little children. Witness had been to Smith's house before Sept. 1st. It was one afternoon. She had known Smith some time. The idea was to go there to tea. Sometimes they had a drink. Smith tried to drug her once. The first time witness went to Smith's house she went with her sister Katie. That was in the afternoon. Witness's sister Katie was fourteen years of age. The next time she went her sister Katie and her own two children went with her. That was also in the afternoon. The next time she went the shooting took place. Mr. Smith invited witness to his house the first time. Her brother Markie had gone round to get a situation and he told witness that Mr. Smith might call round. He did so. That was how she met him. Witness did not know whether she told Hyndman the first

time she went round to Smith's, but she told him the second time. That was the time there was some trouble about drugging. The next time she visited the house was on the afternoon of September 1st. On the afternoon of the second visit Smith gave witness a bottle of beer and it made her sick. Witness lay on the bed for a little time and then she went home. On that occasion her sister was with her. Hyndman told her that she was not to go to Smith's house. Smith, when she told him, said "Don't be afraid of him, Winnie, because I will put an ounce of lead into him." He told her that the second time she went and also the last time. She had told Smith that Hyndman was jealous, also that she was engaged to Hyndman. She also told Smith that Hyndman threatened what he would do if he caught them together and Smith said: "Don't be afraid, Winnie, for I will put an ounce of lead into him." On the afternoon of September 1st, Smith went out of the room. She did not know how far he went as he shut the door behind him. He came back and said "Look out, Winnie, it's Hyndman." Witness went out on to the verandah to get away. She did not see what happened. The two men were struggling in the doorway together. Witness ran to try to get downstairs as she was very frightened.

Counsel here produced the letter from Hyndman to his father with reference to his marriage to witness.

Witness said Hyndman read this letter to her two days before the tragedy. He read the whole letter. The marked paragraph referred to witness.

Counsel read the letter which was dated August 30th. It commenced "My Dear Father." After referring to certain private matters it went on "Father, I am still single, but I may safely say that by the end of this year or at least the beginning of next I shall have a home of my own and I may with some pride say that she is Irish and pretty." The letter was signed:

P. SIDNEY HYNDMAN.

Mr. Andrews explained that the letter was found in Mr. Hyndman's pocket after his arrest.

Mr. McNeill asked witness a question and instead of replying to it she said "It is all my own fault this what I have got." She admitted that in addition to Smith there was "one other gentleman" who had given prisoner cause for jealousy.

John Vincent Murphy, tidewaiter, brother of Mrs. Rose, said that she and Hyndman quarrelled over Smith, but remained friendly, and their engagement was not broken off. Smith wrote asking Mrs. Rose to go to Japan with him. Smith was about 40; she was 28.

In view of the provocation, the jury decided that prisoner was guilty of manslaughter only. He got off with the light penalty already mentioned.

The Judge's address to the jury in the Shanghai shooting case was strongly in favour of the prisoner.

Sir Havilland de Sausmarez spoke at great length on the points of self-defence and provocation. The most significant passage was as follows: "All the different facts had been placed before them in evidence, and undoubtedly a great many of them were consistent with the fact of this man having gone out with the intention of redeeming his sweetheart rather than punishing his rival, and when he met them together he was so transported with rage by what he saw that he shot his rival. If they thought this was the case they could find a verdict of manslaughter."

Addressing the prisoner his Lordship said:—Peter Sydney Hyndman, you have been convicted of the crime of manslaughter. The jury have taken, I am glad to say, a lenient view of your conduct on this occasion. They thought that the provocation which you were subjected to so wrought on your emotions and your feelings that for the moment your will was suspended and that the intent which would be presumed from your acts did not exist. At the same time I cannot but help feeling that you you were more rash in this matter than you were justified in being. The case of a husband who finds a wife whom he believes to be faithful to him in a position of that kind is one which might excuse him almost from receiving any punishment at all for taking such sudden and

violent vengeance on the man. I cannot feel that you are in that position and, though I do not consider your crime one of great enormity, I must pass upon you a sentence which will let the community know that the foolish and reckless carrying of firearms is not to be encouraged, and that when a man does put himself in the position in which you put yourself he must take the consequences of his own acts. I sentence you to be kept in prison for eighteen calendar months with hard labour.

The public received the sentence with cheers which were continued after His Lordship had hurriedly left the Court.

THE SIKH TROUBLE AT SHANGHAI.

BRITISH BLUEJACKETS NECESSARY.

A Daily Press telegram dated Shanghai, October 1st said:

Eight ringleaders of the Sikh police who refused duty, as reported in previous telegram, demanding higher pay, were charged this morning before Sir Havilland de Sausmarez. The charge was that they by refusing duty thereby endangered the lives and property of the community.

They were escorted to the Court by bluejackets, and were accompanied by many sympathisers.

The Judge appealed to their loyalty, promising that an investigation of their grievances would be made after they had done a month's duty.

Subsequently His Lordship addressed the general body of Sikhs in the Consular compound to a similar effect.

The bluejackets were dismissed. The crowd of Sikhs marched off, but many of them conducted themselves in a disorderly manner, and all were grumbling.

THE GOVERNOR OF HONGKONG.

Indian Engineering says:—It seems to us a bare dozen years since Captain Nathan, R.E., was a familiar figure at Simla as one of the younger lions of the Defence Committee. Since then he has been at the Horse Guards, later on became a Political on the Gold Coast, and is now Sir Matthew Nathan, the capable and, we understand, very popular Governor of Hongkong. We are very glad, if only for the sake of his old association with Engineering in India, to learn that Sir Matthew is busy making things hum in the matter of railway communications. The information that Hongkong is going to spend two millions sterling on railways has been already chronicled in these pages. It is very high time that British interests in China began as they now seem to have done to look out for themselves instead of waiting for more German and Belgian initiatives. We wish Sir Matthew Nathan every success in this project and shall look out with interest for further and more technical details.

THE DUTIES AT NEWCHWANG.

OFFICIAL EXPLANATION.

The Japan Chronicle recently reported that the Japanese Military Administration Office at Newchwang had abolished a *likin* duty (5 per cent. ad valorem) on white peas (*daizu*) and oilcake exported by Chinese merchants. It now states that the abolition of the duty was effected under instructions from the Governor-General of Kwantung.

Since Russia retroceded the Liaosi district to China in October 1902, the Chinese Government has established *likin* offices at Tientshanai and the Hopei station, on the shore opposite Newchwang, and has been collecting *likin* on the goods brought to Newchwang by the Liao River and the Liaopai Railway. When the duty is imposed by the Newchwang Customs, the Chinese have had to pay double duties on the same goods. Recently the Chinese merchants addressed a petition to the Mukden General, asking that the *likin* duty imposed by the Newchwang Customs be abolished. The Mukden General referred the petition to the Governor-General of Kwantung, with the result stated.

THE SHANGHAI WATERWORKS.

The Shanghai Waterworks and pumping station are situated about two and a half miles from the Garden Bridge, on Yangtsepoo Road. The Company was formed in 1881, and commenced to supply Shanghai with water in 1883, and was the first venture of its kind to be started in China. The property owned by the Company is very extensive, covering an area of more than 150 mow. The property on the river side of the roadway is nearly all developed, but ample room is still available for additional engines and boilers. To understand the process by which the turbid water of the Huangpu is converted into the clean water which the Company supplies, it is necessary to follow the different steps through which it passes before it is pumped into the mains and the water tower.

SETTLING RESERVOIRS.

The water is taken from the river at flood tide by gravitation and pumping. The two centrifugal pumps used for this purpose are housed on the bank of the river, and are capable of delivering into any of the reservoirs 1,250,000 gallons per hour. There are four settling reservoirs with a total capacity of 20,000,000 gallons, and in them the water remains until the sediment and heavy matter are precipitated. When this is accomplished the water is pumped through floating suction pipes, so arranged that the top water is always drawn off while the sediment on the bottom of the reservoir is not disturbed.

SERVICE RESERVOIRS, FILTER BEDS, AND CLEAN WATER RESERVOIRS.

The water from the settling reservoirs is pumped into the service reservoirs, which are raised some ten to twelve feet so as to allow the water to flow by gravitation on to the filter beds. Each filter bed has special valves to regulate the flow and discharge. After passing through a thick layer of fine sand and other filtering material (one filter bed contains about 4,000 tons of filtering material) the water again flows by gravitation to the clean water reservoir, which is entirely covered in, so as to prevent any possibility of pollution from the atmosphere. This reservoir is about 20 feet deep, and is connected to the main pump wells by 30-inch pipes. This is the last stage before the water is pumped to Shanghai.

THE ENGINE AND BOILER HOUSE.

The main engine and boiler house is a handsome and substantial building of castellated design, containing four powerful pumping engines. Three of the engines are of the horizontal compound condensing type, while the fourth is one of Messrs. Henthorn Davey's differential engines. These engines are designed to pump into the Settlement no less than 14,000,000 gallons in twenty-four hours, though the maximum daily supply has never exceeded 7,750,000 gallons. Like the rest of the Company's plant, the engines are kept in splendid order, everything in the room being as bright as the proverbial new pin. Steam is generated in four Lancashire boilers, and there are indicators and alarms to show the height of water in the tower, and to give warning of fires, so that the staff may be ready for any emergency. It is interesting to note the growth of the Company's work from the dates on these engines. The first pair were built in 1881, and were then considered large, but they were completely eclipsed by the engine installed ten years later, which was in turn dwarfed by the powerful pump put down in 1901. The latter has a monster fly-wheel 16 feet in diameter, weighing nearly 24 tons, and can account for about 250,000 gallons per hour. Yet in spite of its size and power the foundations upon which it stands are so solid that no vibration is felt, and it works almost noiselessly. The water finds its way to the tower and Shanghai through one 25-inch and two 20-inch trunk mains. For the accommodation of the large engine, which has all the latest improvements that economy and efficiency demand, a new engine house had to be built. Of the four boilers, only two are worked at a time, the other two being held in reserve; in fact, as far as possible, the Company's plant is in duplicate throughout to guard against the contingency of a stoppage in the water supply. The pumping station and compound are lighted by electricity supplied by a dynamo in the main engine house.

NEW CONSTRUCTION.

Extensive additions to the Company's works are now in course of construction, the principal item being a new clean water reservoir, which, when completed, will be capable of holding about 1,500,000 gallons of filtered water. This reservoir is now approaching completion, and two additional filter beds, the excavation of which has just commenced, will be ready for use in the spring of next year. But by far the most important of the company's new enterprises is the construction of another water tower in the Sinza district. The growth of Shanghai and the great and ever-increasing demand for water have necessitated constant extensions of the Company's mains, and recently an additional 25 inch main has been laid from the pumping station to connect direct with the new tower in Sinza, a distance of five miles from the pumping station. The new tower, which is to be erected on a site quite close to the Stone Bridge will be of greater capacity than that in Kiangse Road. The cement concrete foundations are now nearly completed, and the huge granite blocks which are each to bear one of the seventeen columns are now being prepared for the positions they are to occupy. These blocks, which are said to be the largest blocks of granite that have ever been brought to Shanghai, weigh no less than six tons each. The new tower will be 125 feet high, so as to give pressure sufficient to provide an adequate water supply to the high buildings lately put up or now in course of construction.

THE PRESENT WATER TOWER.

The Water Tower in Kiangse Road is of handsome design. It is 100 feet high, and delivers water at a pressure of 40 lbs. to the square inch. The water is pumped from the works to the tower through the trunk mains already mentioned, and is distributed through 62 miles of mains to the various districts extending nearly to the Point on Yangtsepoo Road, the Rifle Range on the North, and Jessfield and Sicawei on the West. There are also 600 hydrants for use at fires, and for filling water carts. The summit of the water tower is reached by a spiral staircase round the central column, and 129 steps have to be ascended to reach the gallery that surrounds the tank. The demand for water varies at different hours of the day, being heaviest in the morning between seven and noon, and again, in the summer months, between six and eight in the evening. Besides the ordinary domestic requirements the Company supplies large quantities of water for Municipal use, and to the shipping and manufactories. Powerful steam water boats are employed for supplying water to the shipping in harbour and outside Woosung. At the foot of the water tower there are extensive workshops, and a large godown fully stocked with water fittings of the latest design. A large staff of trained workmen is constantly employed in laying on hot and cold water fittings, and installing heating apparatus in new buildings.

Under a recent arrangement with the Municipal Council the latter was given a large number of shares in the Company, in whose deserved prosperity the ratepayers will now share.—N.-G. D.N.

THE HONGKONG TARGET.

Our London correspondent wrote on Sept. 7th:—Some of your readers will probably be interested to learn that at the National Artillery Volunteer meeting at Shoeburyness this week the target used for deciding the "blue ribbon" of the gathering is known in the Service as a Hongkong target. This consists of two ordinary targets, the length of a vessel apart, and represents the broadside of a ship. It was towed across the sea in front of the battery at a mean range of from 2,500 to 3,500 yards, and shots or shells falling between the two targets scored as hits, and were considered as more effective than hits on the actual screens, for the reason that the space between represented the part of a vessel to which most damage could be done. The percentage of hits made by the winning team does not seem much better than some of the records of the Hongkong Volunteers who are unable to get anything like the practice which some of the corps have at home.

YOKOHAMA SPECIE BANK AND TRADE.

At the 53rd general meeting of the Yokohama Specie Bank the Acting President, Mr. Yamakawa, said that in spite of the general expectation that a sudden growth of enterprise would follow on the wake of the successful outcome of the war, the market continued to show no signs of new activity. A good deal had been heard of expanding old enterprises and of starting new ones; but, apparently, owing to the prevalent anxiety for the financial prospects of the country, the capitalists showed reluctance in vesting their funds. The deposit accounts of the banks swelled and found no outlet, causing the steady fall of the rate of interest. The lowering of the rate at the Central Bank twice within the term under review did not prove of much encouragement to enterprises. Such being the general state of affairs, the paying-in of 5 per cent. public bonds, and the issue of exchequer notes affected the inflated money-market but slightly. The only call for money came towards the last part of the term to settle accounts for summer goods, raw silk, etc. Otherwise, the term has been a very dull half-year. The business of the bank itself had been considerably extended since the war. Several branches and agencies had been established in Manchuria. One was recently added at Liaoyang by the order of the Government, which, since the 18th of June, has undertaken the agency for the Central Exchequer. In Antungchuen and Hankow the bank also has agencies, which opened business respectively on the 1st of July and the 11th of August. All the Manchurian branches, which have so far served mainly as agencies for the Central Exchequer, will soon commence to transact banking business. The work of redeeming the War Notes will be transferred to the main office. The expansion of business at the branch offices will necessitate new buildings in place of the present offices which have been rented from the Government. The branches in Hawaii, Peking, Tokyo and other places feel the same need of space. The expenses for these home and foreign offices are estimated at ¥1,400,000. The expenses will be refunded from the reserves made from the commissions received for the floating of the public loan bonds and such other extra incomes. The expansion of business will also necessitate the increase of the number of directors, for which matter amendment in the regulations is proposed in document. Mr. Yamakawa's speech concluded with the announcement of the gifts of ¥40,000 and ¥20,000 respectively to ex-President Soma and the late ex-Vice-President Misaki, in appreciation of their long services to the Bank.

CUSTOMERS OF HONGKONG.

Two interesting extracts from Consular reports are as follows:—

A very profitable business has been done in Hongkong sugar at Ningpo during the year. Small quantities of Japanese refined sugar appeared on the market for the first time, but it is considered unlikely that it will seriously compete with the Hongkong product. British yarn shows a slight increase, but we to and Japanese yarn have fallen away or fresh ably owing to the competition of the rice, as staple. This may be expected to though There is already one cotton mill ester goods whose annual output of yarn is about that they lbs.; and another mill, now in con. of the latter will begin operations before the price than they It is therefore probable that in They evidently Indian and Japanese yarn the situation here imported. A cotton mill determined to resist erection, and will be manufacturers can best end of 1906. It has roof supporters here, as but will commence raining for a while from machinery has been his market. Give it an by a Japanese expert, or five months and let to be employed in tance of working off the un- which is likely to goods are thrust on the mar- installation of ele. not be forgotten that, in addi- Chinese are anxious originally of the goods here, abortive attempts rably enhanced by interest and At present it is Unless some concerted action will be obtain, as trade as has never before been

the work will be undertaken by the Japanese who are interested in the new cotton mill. The new French steamship company—the Compagnie Asiatique de Navigation—recently formed in Shanghai—intend to put a steamer on the Shanghai-Ningpo route to try and cut into the practical monopoly at present enjoyed by the China Merchants Steam Navigation Company and Messrs. Butterfield and Swire. "The vessel is expected to arrive in September, 1906, but its competition is not greatly feared," says the report.

At Kiungchow (Hoihow) nine-tenths of the trade is with Hongkong. Cottons have improved in a number of lines, but the feature of the year is the large increase in Indian T-cloths at the expense of both the British and the Japanese article. That there should be a falling-off in Japanese cottons was rather to be expected as a result of the war, yet Japanese cotton cloth, crape, blankets and towels have considerably improved. The remaining items which show a noticeable increase are lenos and balzarines, Turkey-reds, lastings (plain and figured), Hongkong dyed shirtings, fancy woven cottons, Indian cotton yarn and cotton thread. There was some falling-off of shirtings, chintzes, cotton flannel and velvets, as well as of the British 32-inch T-cloths and Japanese T-cloths generally, as noted above. Among the sundry imports, matches show the greatest advance. They are, as usual, all Japanese and are fairly good. Their low price, too, which works out at about 10 boxes of 65 lights each for a penny, makes them popular. A new article of import, also of Japanese manufacture, appears in the returns, namely, cloth caps. They are of a semi-military type, and have been largely adopted by the students, most of whom have taken to wearing foreign clothes and look clean, and smart in their white or khaki suits ornamented with gorgeous brass buttons. This innovation is a sign of the times and shows the tendency of the educated classes to follow the lead of the Japanese in adopting certain outward characteristics of Western civilisation. Japanese umbrellas also show a substantial increase.

WATER RETURN.

Level and storage of water in reservoirs on the 1st October:—

	LEVEL.	1905.	1906.
		Below overflow.	Above overflow.
Tytam	0 ft. 4½ in.	1 ft. 8 in.	
Byewash	23 ft. 0 in.	2 ft. 2½ in.	
Pokfulam	0 ft. 5½ in.	1 ft. 11 in.	
Wongnaicheong	8 ft. 0 in.	0 ft. 11 in.	

STORAGE GALLONS.

	1905.	1906.
Tytam	381,650,000	399,320,000
Byewash	1,471,000	25,842,000
Pokfulam	65,010,000	70,220,000
Wongnaicheong	20,715,000	31,678,000

Total 468,846,000 527,060,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF September.

	1905.	1906.
Consumption	144,792,000	119,218,000 gallons
Estimated population	230,100	234,900

Consumption per head per day 21.0 16.9 gallons

Universal constant supply during the whole month of September, 1905. Rider mains in operation up to 17th September, 1906, in the Central and Western Districts:—Universal constant supply from the 18th September, 1906.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF September.

	1905.	1906.
Consumption	15,616,000	14,844,000 gallons
Estimated population	75,400	81,100

Consumption per head per day 6.9 6.1 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

BRITISH LAUNCH FLIES CHINESE FLAG.

WUCHOW CONSUL INTERVENS.

Our Canton correspondent writes that it is reported that H. B. M. Consul Pratt of Wuchow communicated to Consul-General Mansfield that a certain British Co. had sent one of their steam-launches named "Tai Hing" to trade between Kong Hau and Chau Chow up the West River. The above places are non-treaty ports, and according to treaty regulations, no foreign vessels are permitted to trade there. To meet this, it is said that the owners altered the name of their launch "Tai Hing" into "Kwai Ku", and flew the Chinese flag. This is an offence against both British and Chinese laws. It is worthy to note that Consul Pratt made this smart discovery in time, before it could involve the British Government with the Chinese. It is said that the Consul General of Canton has ordered the firm to immediately withdraw their vessel from that run. Our correspondent presumes that an enquiry will be held at the British Consulate on the arrival of the vessel at Canton.

THE GERMAN LINER "HABSBURG."

On Oct. 2nd was a gala day on the H.A.L. steamer *Habsburg*, which was thrown open to public inspection, the occasion being her maiden trip to the East. The vessel, which was adorned with bunting for the event, is replete with all the comforts of modern ocean liners, including a well equipped saloon, luxurious smoking room, comfortable music hall, and a spacious promenade deck. From 10 a.m. until midday throngs of visitors inspected the new steamer and all admired the advantages she would afford voyagers. Among those who paid her a visit was the Chief Justice, Sir Francis Piggott.

The *Habsburg* is a steamer of 6,436 tons with accommodation for first class passengers only. Her engines give a speed of over thirteen knots, a rate which was easily averaged on the present voyage from Hamburg to Hongkong. Her cabins are mostly single berthed and there are no top berths in the ship, an improvement which will readily be appreciated by travellers. In fact, the steamer is specially constructed with a view to giving comfortable accommodation in the tropics, and that she has succeeded admirably in this respect the encomiums of those who have travelled by her should testify.

RED-LETTER DAY AT KOBE.

Sunday, September 16th, may indeed be regarded as a red-letter day for Kobe, and there are few ports in the world which can boast of such rapid progress as Kobe has made, transforming it in less than forty years from a sand-patch into a port requiring accommodation for the handling of four million tons of cargo per annum. If in putting the yearly tonnage at that estimate it is looking a little ahead of the times it is only doubling the calculation of the present amount, and the rapid advance of the port of late years has shown the Government the necessity for accommodation to meet the requirements of the first named volume of cargo. Few people anticipated such a definite announcement as that made by Dr. Sakatani on September 16th, that the harbour works would be begun early in 1907. It was thought that he would inspect the harbour and give his decision after further investigation on his return to Tokyo. It is eminently satisfactory, however, to know from his statement that the Finance Department has apparently carefully examined the various schemes for Kobe harbour improvement submitted and suggested, and has come to the decision that Kobe must have modern and extensive facilities—and that the harbour improvement scheme should be carried out with the least possible delay.

The plans show an extensive breakwater and half a dozen big wharves, in addition to two piers. It includes reclamation work.

INTERPORT CRICKET.

HONGKONG "SNOWED UNDER."

A *Daily Press* telegram dated Shanghai, October 3rd, said:—

The weather to-day is fine, rather cold, with a strong wind blowing. The wicket is in fair condition, but rather in favour of bowling.

Hongkong won the toss, and sent Shanghai in. The home team was weakened by the absence of Turnbull and A. E. Lanning.

Hancock and Bird opened the bowling. The batsmen found Hancock's deliveries very difficult to play and wickets fell fairly fast till the arrival of Weippert, who with Martin, made a most effective stand. At the fifth adjournment eight wickets were down for 117 runs, Weippert being 41 not out and Martin 27 not out. On resuming, Weippert made another seven, the partnership yielding 78. Throughout Bird and Hancock bowled well.

The innings of the visitors was most sensational, inasmuch as it was a complete collapse, the batsmen being unable to face the deliveries of V. Lanning.

The wicket wore badly, and it is questionable whether Hancock was wise in sending Shanghai in first. Lanning performed the hat-trick and bowled Morrell, Mackay and Bird with successive balls. Scores:

SHANGHAI.

Wallace l.b.w. b Bird	5
Ollerdesen c and b Hancock	12
Moule st. Smith b Bird	5
Walker c Hancock b Bird	3
V. Lanning c and b Hancock	5
Dew l.b.w. b Hancock	12
Stanion l.b.w. b Bird	3
Weippert c Phelps b Bird	47
Guilfoyle run out	1
Martin c and b Hancock	3
Wheen not out	0
Extras	5

Total 130

BOWLING ANALYSIS.

	O.	M.	R.	W.
Bird	16.2	2	44	5
Hancock	14	2	36	4
Leathes	4	0	28	0
Dixon	3	0	17	0
Morrell	1	0	1	0

HONGKONG.

Smith c Stanion b Lanning	0
Lucy b Guilfoyle	0
Turner b Lanning	20
Hancock b Lanning	5
Woodward b Lanning	2
Dixon b Lanning	11
Morrell b Lanning	0
Stanger-Leathes c Walker b Guilfoyle	3
Mackay l.b.w. b Lanning	0
Bird b Lanning	0
Phelps not out	0
Extras	5

Total 46

Lanning took eight wickets for 10 runs. Shanghai commenced a second innings, and when stumps were drawn the score stood:

Ollerdesen c Mackay b Bird	15
Martin b Morrell	17
Moule l.b.w. b Leathes	24
Walker not out	8
Lanning not out	9
Extras	7

Three wickets for 80

The second day's telegrams said: The weather to-day has continued fine and cold.

Stanger-Leathes and Bird, bowling very well, were successful in putting down Shanghai's remaining seven wickets for 41.

Shanghai's second innings, therefore, concluded as follows:—

Ollerdesen c Mackay b Bird	15
Martin b Morrell	17
Moule l.b.w. b Leathes	24
Walker c Turner b Bird	20
Lanning b Stanger-Leathes	10
Dew b Stanger-Leathes	6
Weippert c Hancock b Stanger-Leathes	1
Wallace b Bird	2
Stanion b Bird	1
Guilfoyle c Mackay b Stanger-Leathes	12
Wheen not out	3
Extras	10

Total 121

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. F. O. Bird	16	0	63	4
R. Hancock	6	1	17	0
H. E. Stanger-Leathes	10	23	17	5
C. H. Mackay	2	0	6	0
G. E. Morrell	4	0	12	1

When Hongkong commenced the second innings, only Captain Smith was able to make a stand against the trundling, as Lanning was again bowling in deadly style. The visitors were dismissed at 2.40, Shanghai therefore winning by 139 runs. The wicket was rather tricky. The scores in Hongkong's second innings were:

Dixon, c Weippert, b Dew	10
Lucy, b Lanning	1
Smith, b Moule	21
Turner b Lanning	6
Hancock c Moule b Lanning	12
Woodward b Lanning	0
Morrell not out	9
Stanger-Leathes run out	1
Philips c Wheen b Moule	0
Mackay b Lanning	3
Bird c Dew b Moule	0
Extras	3

Total 66

Shanghai fielded well.

[Lanning took five wickets for 34 runs and Moule three wickets for 18 runs.]

MISCELLANEOUS.

The American Government's call for tenders for the supply of Chinese coolie labour on the Panama canal works is not likely to achieve much. The terms offered to tenderers are considered prohibitive.

The total of Treasury receipts between January 1st and July 31st is \$25,457,839, while the payments amounted to \$22,354,058.87. The Colony's liabilities on July 31st were \$3,298,251.0, and its assets \$3,917,459.3, the balance on the credit side being \$612,920.53.

The statement up to June 30th of the Bank of Taiwan shows assets amounting to Yen 27,299,157, of which Yen 2,500,000 is uncalled capital. Under the heading of liabilities are shown Yen 8,956,708 being the amount of notes in circulation, Yen 2,000,000 the amount of government account, Yen 5,000,000 authorised capital, and other items, leaving a net profit of Yen 244,120. The statement indicates a growing business and satisfactory progress.

The Hongkong correspondent of the *N.-C. Daily News*, discussing the forthcoming Arts and Crafts Exhibition, remarks:—"I venture to think, however, that the majority of the residents are fonder of dollars than they are of art treasures, though this is no reason why they should not be allowed to learn to appreciate the former also." We hope our Shanghai neighbours will not take this too seriously.

The opening social of the Union Church Literary Club, Hongkong, place on Oct. 4th. There was a large attendance and a satisfactory enrolment of members for the coming session followed the remarks of the President (Rev. C. H. Hickling) and the Secretary (Mr. E. P. Aucott). Mr. A. O. D. Gourdin recited selections from Macaulay, and an exhibition of butterflies by Colour Sergeant Bullock, R.W.K., who also gave an interesting discourse on the subject, proved very attractive. Mr. Gale lent a book of plates.

A native was committed to six months' hard labour for breaking into a pawnbroker's shop, being in unlawful possession of a dagger, and being in unlawful possession of house-breaker's appliances. When he entered the shop the pawnbroker noticed him but not caring to tackle him alone he lay on his couch and called for his foki downstairs to bring him up a cup of tea. Meanwhile the burglar, thinking he was unseen, hid himself. When the foki arrived the pawnbroker explained that there was a thief in the house. The defendant however jumped up brandished his dagger and kept the men off. Then rushing to the verandah he leaped to the ground, a distance of eighteen feet, and was unhurt. He was able to appear before the Magistrate and was punished as stated.

COMMERCIAL.

TEA.

HANKOW, 26th Sept., 1906.—Business reported since the 19th inst. is as under:—

	1906.	1905.
Settlements	4-Chests.	4-Chests.
Shipments to Shanghai on Native account	3,169	—

The following are statistics at date compared with the corresponding circular of last season, viz. 27th September, 1905.

	1906.	1905.
HANKOW TEA.	4-Chests.	4-Chests.
Settlements	381,571	436,532
Shipments to Shanghai on Native account	68,700	11,323
Stock	20,796	46,817
Arrivals	471,067	494,672
KIUKIANG TEA.	4-Chests.	4-Chests.
Settlements	158,018	177,880
Shipments to Shanghai on Native account	10,652	3,404
Stock	2,527	6,375
Arrivals	171,197	187,659

OPIMUM.

HONGKONG, October 4th

Quotations are:—	Allowance net to 1 catty.
Malwa New	\$880 to per picul.
Malwa Old	\$940 to do.
Malwa Older	\$1000 to do.
Malwa Very Old	\$1040 to do.
Persian Fine Quality	\$700 to do.
Persian Extra Fine	\$780 to do.
Patna New	\$895 to per chest.
Patna Old	\$905 to do.
Benares New	\$840 to do.
Benares Old	\$830 to do.

COAL.

Messrs. Hughes and Hough, in their Coal Report of 5th October, state that 11 steamers are expected at Hongkong with a total of 45,750 tons of coal. Since September 20th 8 steamers have arrived with a total of 22,428 tons of coal.

Quotations:—	
Cardiff	\$15.00 ex-ship, nominal
Australian	\$9.50 to \$9.75 ex-ship, quiet.
Yubari Lump	\$12.00 nominal.
Miki Lump	\$12.00 nominal.
Moji Lump	\$7.00 to \$10.00 ex-ship, steady.
Moji unscreened	\$7.00 to \$7.50 ex-ship, steady.
Akaike Lump	\$9.00 to \$9.50 steady.
Bengal	\$9.00 to \$9.50 nominal.

RAW COTTON.

HONGKONG, 5th October.—Market quiet, values a lower by \$½ to \$1½. Stock about 700 bales.

Bombay	\$17.00 to \$20.00 per picul.
Bengal (New), Rangoon	20.00 to 21.00 ..
and Dacca	..
Shanghai and Japanese	23.00 to 24.00 ..
Tungchow and Ningpo	23.00 to 24.00 ..

Reported sales, 75 bags.

YARN.

Mr. P. Eduljee, in his report dated Hongkong, 5th October, 1906, says:—The tension in our yarn market is assuming an intensely acute and alarming proportion. The facilities granted by foreign importers to the trade, as mentioned in last report, having been deemed inadequate, the nine native yarn-dealing firms in this Colony have in a joint letter to the importers asked for further concessions, as embodied in the under-mentioned five proposals, stating "that if no relief is afforded or means of relief devised soon, bankruptcy and ruin will be certain consequence." They propose:

- 1.—That yarn dealers be allowed to pay one-third of any difference in purchase price with present value on taking delivery, and the balance of two-thirds be paid by Promissory Notes for 12 months, such Promissory Notes to be made at the end of the current month, when the total of the two-thirds owing can be totalled up and ascertained.
- 2.—Such Promissory Notes for 12 months, if not paid on due date, half to be paid then, and the other half to be paid by a further Promissory Note for 12 months, at the expiration of which date no further time to be asked for or allowed.
- 3.—That 12 months be allowed yarn dealers to clear all balance of stock purchased and not taken delivery of.

4.—That foreign firms and importers enter into an agreement with the undersigned nine yarn dealing firms to deal exclusively with them for the term of 3 years, and with no other new firms that might come into existence during that period.

5.—That foreign firms and importers will forego and not charge the customary 2 cents per bale due on our present purchased but not taken delivery of stock.

Apart from the extravagant nature of some of the demands, and taking into consideration the extent and magnitude of the transactions, the serious loss in values, the incessant arrivals of contract goods, and the varied and extensive interests involved, the possibility of the proposals being accepted by importers is very remote. The turn that the next fortnight or two will bring forth is therefore looked forward to with great anxiety by all concerned. Whilst this is being written we hear of a large dealer with heavy liabilities having disappeared from the market.

Sales of the interval are nil, arrivals amount to 6,736 bales, stocks estimated at 88,500, and sold but uncleared goods in native hands 57,000 bales.

Local Manufacture:—No business is reported.

Japanese Yarn:—Sales of about 500 bales No. 20s at from \$124 to \$127 are reported.

Raw Cotton:—The sale of a parcel of 37 bales Superfine Bengals at \$20 is the only business of the fortnight. China Cotton quiet. Quotations are \$17 to \$20 Indian, and \$20 to \$24 China.

Exchange on India closes to-day at Rs. 165½ for T/T. and Rs. 166 for Post. On Shanghai 73½ and on Japan 108½.

The undernoted business in imported and local spinnings is reported from Shanghai during the week ended the 22nd ultimo: viz:—

Indian:—Total sales about 7,000 bales, at or about former prices, market closing weak. Estimated stock about 115,000 bales.

Japanese:—In less inquiry, only 1,000 bales changing hands on the basis of Tls. 85 to 91 for No. 16s and Tls. 100 to 100½ for No. 20s.

Local:—No business

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai, 27th September, 1906, states:—Fortuitous circumstances over which we had no control forced us to write a very brief report last week, not that there was anything of much importance to record. Still there was the disastrous typhoon on the 18th inst. in Hongkong which wreaked such havoc, and its bearing on this trade is likely to have some effect on account of the heavy loss of goods that were in lighters alongside the steamers, both discharging and loading. It will be some time before this will be known even approximately, but it is a fact that fully three-fourths of the foreign lighters, in addition to hundreds of native craft, were sunk in the harbour. And it is also known that the loss to Marine Insurance Companies in London amounts to a million sterling. With this wholesale wreckage of lighters, launches, wharves and quays the trade of the Colony, already bad, is now absolutely paralysed, and it is impossible for this market to render assistance, though doubtless a good proportion of the future arrivals of optional cargo will find its way here, at least that is the fear. Our market shows no improvement in the way of clearances. The situation at present is this: the dealers have ample supplies of goods on hand, against which they have had to pay the bills when exchange contracts became due, and these, together with the regular supplies they know they can rely on weekly at the Auctions, are ample to meet the present consumptive demand. They therefore have to trouble the import houses very little for fresh goods, and appear quite able to regulate prices, as is evidenced by the Auction results; and though this, of course, applies more to Manchester goods than to American makes, they admit that they would be able to sell large quantities of the latter if they conceded a little more in price than they are at present willing to do. They evidently realise that the buyers in the Northern markets are taking every advantage of the situation here as regards supplies, and are determined to resist the squeeze if possible. Manufacturers can best serve the interests of their supporters here, as well as their own, but abstaining for a while from pressing their goods on this market. Give it an absolute rest for four or five months and let holders here have a chance of working off the unwieldy stock, before goods are thrust on the market again. It must not be forgotten that, in addition to the high cost originally of the goods here, it has been considerably enhanced by interest and storage charges. Unless some concerted action of that nature ½ arranged there will be such an upheaval in this trade as has never before been

seen. The native dealers are almost unanimous in their decision not to entertain any more forward business until after China New Year, and the small quantity that would be bought by Foreign importers on spec. makes it absolutely necessary for the mills to shut down on export cloths for the time being, that being the only way to get the trade back into a sound and healthy state again. This of course refers more especially to heavy American makes, as Manchuria, the chief consumer, cannot possibly be in a position to take more than a fraction at present of what her subsequent capacity may be when China comes to her senses and carries out in a right way her duty towards those countries with which she has commercial treaties. According to a late telegram taken from a Japanese paper, the three leading commercial powers, Great Britain, the United States and Germany are in favour of Newchwang being declared a free port if China does not quickly carry out her obligations, which is as it should be. The near approach of the Mid-Autumn Festival, 2nd October, is adding a little more to the apparent stagnation, after which the natives quite expect to see a more general movement in spot cargo. This seems highly probable, as most of the country Merchants have returned to their homes for the time being. Meanwhile the Auctions do not indicate that the demand is so deadly dull. There is nothing of importance from any of our dependencies. In Newchwang it is said goods have been moving with a little more freedom, and with a trifle less restraint from official quarters quite a good business could be done. No orders for fresh supplies of goods have reached here, but it is significant that buyers of yarn have been in the market here during the interval. Manchester manufacturers are weakening in sympathy with cotton, and the feeling is that they would be more likely than not to accept a firm offer three to four pence below their quotations. The position of Cotton is responsible for this and should be well borne in mind. The Liverpool quotation for "spot" Mid-American is 5.50d. but September-October has dropped to 5.18d. while 5d. is quoted for January.

MISCELLANEOUS IMPORT.

HONGKONG, 5th October.—The prices ruling are as follows:—

COTTON YARN—There is no change to report. Arrivals 15,500 bales; Shipments 5,500 bales; Bargains 86,000 bales; Unsold stock 84,000 bales. per bale

Bombay—Nos. 10 to 20, ... \$80.00 to \$125.00
English—Nos. 16 to 24, ... 135.00 to 140.00
" 22 to 24, ... 140.00 to 145.00
" 28 to 32, ... 150.00 to 155.00
" 38 to 42, ... 160.00 to 165.00

COTTON PIECE GOODS—Market flat. Nothing doing. per piece

Grey Shirtings—7 lbs. ... \$2.40 to \$2.50
8.4 lbs. ... 3.25 to 3.80
9 to 10 lbs. ... 4.00 to 5.00
White Shirtings—54 to 56 rd. 2.80 to 3.00
58 to 60 " 3.10 to 3.50
64 to 66 " 3.60 to 5.50
Fine ... 6.00 to 8.00
Book-folds 5.25 to 8.10
Victoria Lawns—12 yards 0.65 to 1.80
T-Cloths—6 lbs. 32 in. (Ord'y) 2.20 to 2.30
7 lbs. 32 " 2.25 to 3.00
6 lbs. 32 " (Mexs.) 2.20 to 2.50
7 lbs. 32 " 2.30 to 3.10
8 to 8.4 oz., 36 in. 3.20 to 3.80

Drills, English—40 yds., 13 1/2 " 5.00 to 7.50
to 14 lbs.)

FANCY COTTON—Small sales. Market quiet. per piece

Turkey Red Shirtings—1 1/2 to 1 3/4 lbs. \$1.75 to \$4.50

per yard
Brocades—Dyed ... \$0.12 to \$0.15
Chintzes—Assorted ... 0.07 1/2 to 0.30
Velvets—Black, 22 in., ... 0.23 to 0.45
Velveteens—18 in., ... 0.22 1/2 to 0.25

per doz.
Handkerchiefs—Imitation Silk . 0.60 to \$1.50

WOOLLENS—Market sick. Small sales. per yard

Spanish Stripes—Sundry chops \$0.65 to ...

per piece
Long Ells—Scarlet, 7-10 lbs. \$7.75 to \$9.35
Assorted ... 7.90 to 9.50

Camlets—Assorted ... 12.50 to 31.00
Lastings—30 yds. 31 inches) 13.00 to 19.50
Assorted)

Orleans—Plain, 31 in. ... 9.00 to 10.00

per lb.
Blankets—7 to 11 lbs. ... \$0.65 to \$1.50

METALS—

	per picul
Iron—Nail Rod	\$8.90
Square, Flat, Round Bar (Eng.)	3.85
Swedish Bar	3.95
Small Round Rod	4.40
Hoop 2 to 1 1/2 in	5.60
Wire, 16 25 oz.	9.50
Wire Rope, Old	3.00
Lead, L.B. & Co. and Hole Chop	11.10
Australian	11.10
Yellow Metal—Muntz 14 20 oz.	41.00
Vivian's, 14 20 oz.	41.00
Elliott's, 14 20 oz.	41.00
Tin	98.00
	per box
Tin-Plates	\$6.00
	per picul
Quicksilver	\$111.00
	per box
Window Glass	\$3.75

MISCELLANEOUS EXPORTS.

HANKOW, 26th Sept., 1906.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul
Cowhides, Best Selected	Tls. 36.50
Do. Seconds	33.00
Buffalo Hides, Best Selected	19.00
Goatskins, untanned, chiefly white colour	(nom.)
Buffalo Horns, average 3-lbs. each	8.00
White China Grass, Wuchang and or Poochi	10.80
White China Grass, Sinshan and or Chayu	10.20
Green China Grass, Szechuen	13.00
Jute	6.00
White Vegetable Tallow, Kinchow	12.40
White Vegetable Tallow, Pingchow and or Macheng	11.00
White Vegetable Tallow, Mongyu	10.00
Green Vegetable Tallow, Kiyu	11.00
Animal Tallow	10.00
Gallnuts, usual shape	16.00
Do. Plum do.	18.00
Tobacco, Tingchow	7.50
Do. Wongkong	12.00
Black Bristles	110.00
Feathers, Grey and or White Duck	(nom.)
" " Wild Duck	(")
Turmeric	5.00
Sesamum Seed	4.50
Sesamum Seed Oil	(nom.)
Vegetable Tallow Seed Oil	(nom.)
Wood Oil	8.50
Tea Oil	10.00

Per steamer *Sachsen*, sailed on 12th Sept. For Aden:—150 cases cassia. For Naples:—250 bales cassia. For Genoa:—316 bales raw silk, 10 cases essential oil. For Antwerp:—200 bales split bamboo, 7 cases chinaware, 1 case silk. For Antwerp or Hamburg or London:—49 bales canes. For Amsterdam:—20 cases preserves, 9 packages tea, 3 cases cigars. For Rotterdam:—250 cases ginger, 100 cases ginger. For Montevideo:—2 cases silk. For Bremen:—88 cases preserves, 12 cases blackwoodware, 1 case curios, 1 case china ink. For Hamburg:—250 cases ginger, 94 bales feathers, 60 rolls matting, 49 bales canes, 20 cases blackwoodware, 20 cases vermilion, 12 cases ginger, 10 cases champhor wood trunks, 6 cases human hair, 2 cases bristles. For Copenhagen:—10 bales feathers.

Per steamer *Diomed*, sailed on 12th September. For Smyrna:—22 cases essential oil. For Havre or Antwerp or Hamburg:—55 cases bristles. For Beyrouth:—30 rolls matting. For Amsterdam:—526 rolls matting. For Amsterdam or Rotterdam:—60 cases ginger. For Rotterdam:—50 bales hemp strings, 50 bales tea mats. For Antwerp:—38 bales canes, 30 cases bristles. For London or Liverpool:—150 bales palm. For London:—200 bales canes, 130 cases palm leaf fans, 3 691 cases preserves, 1,589 bales hemp, 41 cases cigars, 100 bales waste silk, 30 cases essential oil, 450 cases ginger, 80 bales feathers, 498 cases soy. For London or Glasgow:—50 cases preserves, 1,500 cases ginger. For Hamburg or Antwerp:—110 boxes bristles. For Manchester:—100 bales waste silk. For Hamburg:—159 bales canes.

Per steamer *Peleus*, sailed on 19th September. For Genoa:—50 bales hemp. For Marseilles:—100 bales waste silk. For Liverpool:—23 cases woodware, 100 bales mats, 45 packages effects, 823 cases preserves.

Per P. & O. steamer *Devanha*, sailed on 22nd September. For Milan:—10 bales raw silk.

Per steamer *Prinz Heinrich*, sailed on 26th September. For Aden:—70 cases cassia, 25 cases preserves, 1 case silk. For Naples:—29 half-chests tea. For Genoa:—206 bales raw silk, 50 bales waste silk, 45 cases essential oil. For Antwerp:—100 bales bamboo scraps, 50 cases tea, 3 cases blackwoodware. For Antwerp or Hamburg:—2 bales rattancore. For Antwerp or Hamburg or London:—50 cases bristles. For Amsterdam 80 cases preserves, 50 bales cassia, 43 chests tea, 34 cases chinaware. For Rotterdam:—254 half-chests tea. For Bremen:—511 half-chests tea, 164 rolls matting, 66 cases preserves, 56 cases preserves, 8 cases ginger. For Bremen or Hamburg:—15 half-chests tea. For Hamburg:—198 half-chests tea, 115 bales feathers, 100 bales cassia, 100 cases bristles, 25 cases preserves, 17 cases chinaware, 13 cases paper, 6 cases feathers. For Copenhagen:—66 cases ginger, 1 case tea.

Per P. & O. steamer *Socotra*, sailed on 30th September. For Antwerp:—2 cases preserves. For Copenhagen:—9 cases cigars. For Hamburg:—5 cases human hair. Glasgow:—350 packages preserves. For Manchester:—100 bales waste silk. For Liverpool:—2,589 bales hemp. For Marseilles:—2 cases hats, 3 cases feathers, 100 bales hemp, 5 bales human hair, 200 bales cassia, 151 cases camphor. For London:—3,394 bales hemp, 13 cases plantain fibre, 4 cases cigars, 4 baskets shells, 151 bales waste silk, 2 cases silks, 47 cases chinaware, 20 cases rattan ware, 4 cases feathers, 1,838 boxes tea, 250 rolls matting, 50 cases camphor, 2,436 packages preserves, 192 packages merchandise, 4 cases blackwood ware, 1 case embroidered coats. For Genoa:—50 bales hemp.

EXCHANGE.

FRIDAY, Oct. 5th.

ON LONDON.—	
Telegraphic Transfer	2/2 1/2
Bank Bills, on demand	2/2 1/2
Bank Bills, at 30 days' sight	2/2 1/2
ON LONDON.—	
Bank Bills at 4 months' sight	2/3 1/2
Credits, at 4 months' sight	2/3 1/2
Documentary Bills, 4 months' sight	2/3 1/2
ON PARIS.—Bank Bills, on demand	280
Credits 4 months' sight	284
ON GERMANY.—On demand	227 1/2
ON NEW YORK.—Bank Bills, on demand	54
Credits, 60 days' sight	55 1/2
ON BOMBAY.—Telegraphic Transfer	165 1/2
Bank, on demand	166
ON CALCUTTA.—Telegraphic Transfer	16 1/2
Bank, on demand	166
ON SHANGHAI.—Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA.—On demand	108 1/2
ON MANILA.—On demand	08 1/2
ON SINGAPORE.—On demand	5 p.m.
ON BATAVIA.—On demand	134 1/2
ON HAIPHONG.—On demand	1 p.m.
ON SAIGON.—On demand	1 p.m.
ON BANGKOK.—On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$8.90
GOLD LEAF, 100 fine, per taal	\$47.20
SILVER, per oz.	31 1/2

FREIGHT.

Messrs. Wheelock & Co.'s Report of 27th September, 1906, states:—There is little of interest to report in our Homeward Freight market since last writing, beyond that the prospects on the New York via Suez berth seem slightly better, the last two boats having received very fair support, all things considered; the other berths remain all dull as ever. Coastwise:—It is too early to talk of any improvement in coast rates as yet, but there are signs of an awakening which we can only hope are not premature; the number of steamers laid up is getting gradually less, and with the commencement of the cotton season next month rates should harden slightly all round.

From Hankow per Conference Steamers.—To London and Northern Continental ports 40/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) General Cargo 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez):—Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland):—Tea G. \$1 1/2 cents per lb. gross, plus river freight. To Shanghai:—Tea and General Cargo Tls. 1.60 to 1.80 per ton, weight or measurement.

TONNAGE.

HONGKONG, 5th October.—There has been a better demand for tonnage during the past fortnight. From Saigon to Hongkong, 13 cents per picul last and 12 cents offering; to Philippines, 22 cents per picul last; to Padang, 27½ cents for prompt and 30 cents per picul has been paid for Nov./Dec. loading. From Newchwang to Canton, six steamers have been closed at 16 cents for part cargoes of 18-20,000 piculs; to Amoy, 24 cents last. From Wakamatsu to Canton, \$2.00 per ton last; to Hongkong, \$1.40. From Moji to Hongkong, \$1.25; Swatow, \$1.40. From Haiphong to Shanghai, \$1.50 per ton last; to Canton, \$2.00 per ton. From North Coast Java to Hongkong, 20 cents last for dry sugar. From Bangkok to Hongkong, 28 cents and 21 cents per picul. The following are the settlements:—

Hangchow—British steamer, 999 tons, Newchwang to Canton, 16 cents per picul.

Michael Jensen—German steamer, 951 tons, Newchwang to Canton, 16 cents per picul.

Piume—German steamer, 838 tons, Newchwang to Canton, 16 cents per picul.

Tingsang—British steamer, 1,045 tons, Newchwang to Canton, 16 cents per picul.

Esang—British steamer 1,127 tons, Newchwang to Canton, 16 cents per picul.

Sexta—German steamer, 927 Newchwang to Amoy (20,000), 24 cents per picul.

Rein—Norwegian steamer, 725 tons, Wukamatsu to Canton, \$2.00 per ton.

Taisang—British steamer, 1,544 tons, Moji or Kuchinozu to Swatow, \$1.40 per ton.

Wik—German steamer, 1,810 tons, Hongay to Hongkong, \$1.10 per ton.

Lydia—German steamer, 1,772 tons, Haiphong to Canton, \$2.00 per ton (2,000).

Kiangping—Chinese steamer, 1,222 tons, Haiphong to Shanghai, \$1.60 per ton.

Ithra—German steamer, 1,416 tons, Bangkok to Hongkong, 28 and 21 cents per picul.

Kowloon—German steamer, 1,487 tons, Saigon to Padang (2,000 tons), 27½ cents per picul.

Taiwan—British steamer, 1,109 tons, Saigon to Padang, 30 cents per picul.

Nord—Norwegian steamer, 730 tons, Saigon to one port Philippines, 23 cents per picul.

Quinta—German steamer, 987 tons, Saigon to one port North Coast Java, 18 cents per picul.

Nanshan—British steamer, 1,299 tons, Saigon to Hongkong, 13 cents per picul.

Taiwan—British steamer, 1,109 tons, Saigon to Hongkong, 12 cents per picul.

Telemachus—British steamer, 1,340 tons, Saigon to Hongkong, 12 cents per picul.

Taiwan—British steamer, 1,109 tons, two ports North Coast Java to Hongkong, private terms.

Oscar II.—Norwegian steamer, 1,999 tons, 3/4 ports North Coast Java to Hongkong, 26 cents per picul.

Sullberg—German steamer, 782 tons, monthly one month, at \$4,500 per month.

SHARE REPORTS.

Messrs. J. P. Bisset & Co.'s Share report for the week ending September 27th, 1906, states:—At time of writing this we are in the midst of the September Settlement, which is a very heavy one; but from all appearances we think it will pass off satisfactorily, differences on this account being slight. There has been a weakness in Shanghai Dock and Eng. Shares for forward delivery, December shares having been placed at Tls. 105. This is the only noteworthy change in the market. Banks.—Hongkong and Shanghai Banks. No business locally. Hongkong quotation remains the same, \$800 sellers. London quotes £92.15s. Od. The T.T. on London to-day is 3s. Marine and Fire Insurance.—No business. Shipping.—Indos have been dealt in at Tls. 54½ September. Shanghai Tug and Lighter Co. Ordinary Shares are quoted at Tls. 55, and Preference at Tls. 50½ for cash. Docks and Wharves.—Very little business has been done during the week in Shanghai Dock and Engineering Co., Ltd., the price remaining nominal at Tls. 108 cash (no buyers.) Shanghai and Hongkew Wharves Shares have changed hands at Tls. 244 and 245 for cash. Sugars.—Perak Sugar Shares sold at Tls.

95 September. Mining.—The only business reported is in Chinese Engineering and Mining Co., Ltd., at Tls. 10. Lands.—Shanghai Land Invest. Co. Shares sold at Tls. 105 c.n.i., and again on the 26th they were quoted Tls. 93 ex new issue. Industrial.—A good business has been done in Cotton Stocks. Ewos are quoted at Tls. 75 September. Laou Kung Mows at Tls. 82 September and Tls. 84 December and for cash; International Cottons at Tls. 67 September; Shanghai Gas at Tls. 125 cash. Kalumpang Rubber Shares have changed hands at Tls. 42. Maatschappij, etc., in Langkat. Business is reported at Tls. 240 and 245 Sept. and Tls. 242½ and 245 December. Shanghai Sumatra Shares at Tls. 85 cash, and Tls. 92 Dec. Stores and Hotels.—Astor House Hotel Shares have changed hands at \$28, Hotel des Colonies at Tls. 15. Miscellaneous.—The only business in stocks under this heading is in Shanghai Electrics and Asbestos Co. at \$26½. Loans and Debentures.—No business to report.

HONGKONG, 5th October, 1906.—We have no business of any importance to report. The market continues dull and inactive, and with the exception of a further tendency to weakness in rates there are no special features to note.

BANKS.—Hongkong and Shanghai. There has been some demand for small lots, and several parcels have changed hands at \$800. The latest London rate per Rauter's is £93, but private advices quote £93.5s. The market closes steady at \$800.

MARINE INSURANCES.—With the exception of very small sales of Unions and China Traders, the latter at \$95, we have no business to report. Cantons have ruled somewhat steadier after the issue of the report, and it is questionable whether shares, previously offering rather freely at \$320, could now be obtained. The said report recommends a dividend (on 1905 account) of \$20 per share, an addition to the reserve fund of \$75,000, to the re-insurance fund of \$34,112.44, a writing off of \$25,000 from gold securities and the carrying forward to the 1906 account of \$233,638.49. There has been no local business in the Northern insurance stocks, and our quotations are given on a Shanghai basis.

FIRE INSURANCES.—Hongkongs have remained on offer at \$327½, without any business to report. Chinas have been enquired for in a small way at \$93, and a few shares have changed hands at that rate, the market closing steady.

SHIPPING.—Hongkong, Canton and Macios have continued in demand, and the rate has improved to \$25½, without bringing any shares on the market. The *Huingshan*, and the *Kinshan* are not yet refloated, but expert opinions are that the efforts in the latter case are pretty sure to be successful, and in the former very probably so. Indos have ruled rather quieter at \$74 locally, and at 53.54 in Shanghai. No sales have been reported, and with the prevailing high rate of exchange between this and Shanghai no interport business is probable. Douglases continue weak at \$43 ex div. and we have no sales to report. China & Manilas have receded to \$23 without business. We have nothing else to report under this heading.

REFINERIES.—China Sugars have ruled steady at \$157, but the market has been dull and inactive. Luzons unchanged and without business.

MINING.—Ranbs have improved their position, and sales have been made during the week at \$8½, \$8½, and reported sales at \$9. The market closes steady at \$8½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have changed hands during the week at \$150, \$151, and close with buyers at \$152. Kowloon Wharves have been placed at \$94½ and a few more shares are obtainable at that rate. New Amoy Docks have declined to \$17 without business. Shanghai Docks continue to rule steady at Tls. 105.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue neglected at \$109, without sales. Humphreys have found further buyers at \$11½, and Kowloons at \$39. Shanghai Lands are now quoted in the North at Tls. 93 ex new issue, and at Tls. 55 for the new issue sold.

COTTON MILLS.—Ewos are enquired for at Tls. 75 to Tls. 76. Internationals have declined in the North to Tls. 67, and Laou Kung Mows to Tls. 82. Hongkong Cottons continue on offer at \$31.

MISCELLANEOUS.—China Providents have changed hands at the slightly reduced rate of

\$9½, Fenwicks at \$22, Electrics at \$14½, and South China Morning Posts at \$22. Green Islands, after sales at \$21, have been placed at \$20, and close with sellers at the latter rate. We have nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Banks—		
Hongkong & Shanghai	\$125	\$800, sales & sel. London, £93.
National B. of China		
A. Shares	26	\$47
Bell's Asbestos E. A.	12s. 6d.	\$7
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$10, sellers
China Provident	\$10	\$9.50, sales & sel.
Cotton Mills—		
Ewo	Tls. 50	Tls. 75
Hongkong	\$10	\$13.25, sellers
International	Tls. 75	Tls. 67
Laou Kung Mow	Tls. 100	Tls. 82
Soychee	Tls. 500	Tls. 327½
Dairy Farm	\$6	\$17
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$94½, sales
H. & W. Dock	\$50	\$152, buyers
New Amoy Dock	\$6½	\$17, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 105, buyers
Shanghai & H. Wharf	Tls. 100	Tls. 240
Fenwick & Co., Geo.	\$25	\$22, sales
G. Island Cement	\$10	\$20, sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$14½, buyers
H. H. L. Tramways	\$100	\$215, buyers
Hongkong Hotel Co.	\$50	\$115, sellers
Hongkong Ice Co.	\$25	\$236, sellers
Hongkong Rope Co.	\$10	\$28, sellers
H'kong S. Waterboat	\$10	\$7½
Insurances—		
Canton	\$50	\$320, sellers
China Fire	\$20	\$93, sales
China Traders	\$25	\$95, sales & buy.
Hongkong Fire	\$50	\$327½, sellers.
North China	25	Tls. 87½
Union	\$100	\$775, sellers
Yangtze	\$60	\$170, sellers
Land and Buildings—		
H'kong Land Invest.	\$100	\$100, sellers
Humphreys' Estate	\$10	\$11½, sales & buy
Kowloon Land & B.	\$30	\$39
Shanghai Land	Tls. 50, Tls. 25	Tls. 93, x.n. issue Tls. 55, n. issue
West Point Building	\$50	\$50, sellers
Mining—		
Charbonnages	Fcs. 250	\$450, nominal
Ranbs	18/10	\$8½, buyers
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$157
Luzon Sugar	\$100	\$22, sellers
Steamship Companies		
China and Manila	\$25	\$23, sellers
Douglas Steamship	\$50	\$43 x. d.
H., Canton & M.	\$15	\$25½, buyers
Indo-China S.N. Co.	\$10	\$74
Shell Transport Co.	21	20s., buyers
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	nominal
South China M. Post.	\$25	\$22, sales
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$10, sellers
Watkins	\$10	\$4, sellers
Watson & Co., A. S.	\$10	\$13, sellers
United Asbestos	\$4	\$8, buyers
Do. Founders	\$10	\$150

VERNON & SMYTH Brokers.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

September—

ARRIVALS

- 23, Koun Maru, Japanese str., from Moji.
30, Empire, British str., from Sydney.
30, Germania, German str., from Moji.
31, Mathilde, German str., from Canton.
30, Numantia, German str., from Portland.
30, Phranang, German str., from Canton.
30, Pitsanulok, German str., from Canton.

October—

- 1, Childar, Norw. str., from Bangkok.
1, Chowfa, German str., from Canton.
1, Hangsang, British str., from Canton.
1, Hanoi, French str., from Haiphong.
1, Marionethaire, British str., from London.
1, Petchaburi, German str., from Bangkok.
1, Rein, Norwegian str., from Aroe Bay.
1, Salazie, French str., from Japan.
1, Shahjehan, British str., from Saigon.
1, Taming, British str., from Manila.
1, Tourane, French str., from Marseilles.
1, Volute, British str., from Singapore.
1, Yawata Maru, Jap. str., from Australia.
2, Benvenue, British str., from Antwerp.
2, Bingo Maru, Jap. str., from Yokohama.
2, Cheangchow, British str., from Singapore.
2, Chiyuen, Chinese str., from Canton.
2, Dardanus, British str., from Liverpool.
2, Loongsang, British str., from Manila.
2, Lydia, German str., from Canton.
2, Lyra, American str., from Tacoma.
2, Madel, Rickmers, Ger. str., from Bangkok.
2, Meefoo, Chinese str., from Shanghai.
2, Oanfa, British str., from Tacoma.
2, Ousang, British str., from Hongay.
2, Rubi, British str., from Manila.
3, Binh-Thuan, French str., from Bangkok.
3, Eclipse, British barque, from Canton.
3, Haimun, British str., from Coast Ports.
3, Hauk, Norwegian str., from Moji.
3, Joshin Maru, Japanese str., from Swatow.
3, Korea, American str., from San Francisco.
3, Paklat, Norwegian str., from Bangkok.
3, Prometheus, Norw. str., from Bangkok.
3, Shoshu Maru, Jap. str., from Shanghai.
3, Yangmoo, Korean str., from Kotsu.
4, Changechow, British str., from Shanghai.
4, Cheongking, British str., from Canton.
4, Kashing, British str., from Canton.
4, Kohsiehang, German str., from Bangkok.
4, Laissang, British str., from Calcutta.
4, Quarta, German str., from Sourabaya.
4, Riojun Maru, Jap. str., from Bombay.
4, Simla, British str., from London.
4, Tamba Maru, Jap. str., from London.
4, Venetia, British str., from Calcutta.

September—

DEPARTURES

- 30, Gueydon, French cruiser, for Saigon.
30, Javeline, French destroyer, for Saigon.
30, Rapier, French destroyer, for Saigon.
30, Tiger, German gunboat, for Japan.
30, Kaifong, British str., for Amoy.
30, Libria, German str., for Hamburg.
30, Nile, British str., for Shanghai.

October—

- 1, Kintuck, British str., for London.
1, Kiukiang, British str., for Shanghai.
1, Kutsana, British str., for Calcutta.
1, Lightning, British str., for Calcutta.
1, Socotra, British str., for London.
1, Zafiro, British str., for Manila.
2, A. Rickmers, German str., for Swatow.
2, Chowfa, German str., for Swatow.
2, Colombo Maru, Jap. str., for Singapore.
2, Helene, German str., for Swatow.
2, Hongkong Maru, Jap. str., for S. Francisco.
2, Hue, French str., for Haiphong.
2, Kiangping, Chinese str., for Haiphong.
2, Kueichow, British str., for Canton.
2, Kwangtah, Chinese str., for Shanghai.
2, Mathilde, German str., for Haiphong.
2, Radnorshire, British str., for Saigon.
2, Rein, Norwegian str., for Tientsin.
2, Salazie, French str., for Europe.
2, Tourane, French str., for Shanghai.
3, Bingo Maru, Japanese str., for London.
3, Carl Diederichsen, Ger. str., for Canton.
3, Empire, British str., for Kobe.
3, Habsburg, German str., for Shanghai.
3, Hangsang, British str., for Shanghai.
3, Kiukiang, British str., for Shanghai.
3, Masan Maru, Japanese str., for Tamsui.
3, Meefoo, Chinese str., for Canton.
3, Ningchow, British str., for Tacoma.
3, Soshu Maru, Japanese str., for Shanghai.

- 3, Taming, British str., for Manila.
3, Trocas, British str., for Singapore.
3, Yochow, British str., for Canton.
3, Yuensang, British str., for Manila.
3, Astraea, British cruiser, for Weihaiwei.
3, Prometheus, British cruiser, for Weihaiwei.
4, Chiyuen, Chinese str., for Shanghai.
4, Dardanus, British str., for Shanghai.
4, Frithjof, Norwegian str., for Amoy.
4, Glenavon, British str., for Shanghai.
4, Hanoi, French str., for Haiphong.
4, Hongbee, British str., for Amoy.
4, Krivberg, Ger. str., for Kwangchowwan.
4, Shiosin Maru, Japanese str., for Java.
4, Yawata Maru, Japanese str., for Kobe.

PASSENGERS.

ARRIVED.

Per *Tourane*, for Hongkong from Marseilles, Messrs. H. Sutton, Diss and Rev. Loiselet; from Colombo, Mr. Ellis Hope; from Singapore, Mr. Thomson; from Saigon, Messrs. Ladarri and Brnn; for Shanghai from Marseilles, Mrs. Lavenir and daughter; from Colombo, Messrs. Herendorfer, Wright and Ebrahim Tyeck Kair; from Port Said, Messrs. Zanelli Hermanegildo and Hadjimoneli; from Saigon, Mrs. Ganet Loube; for Kobe from Colombo, Mr. N. Y. de Rosario; from Saigon, Mrs. Damball; for Yokohama from Marseilles, Messrs. Weyer and F. de Castro; from Port Said, Mr. Nobeila; from Colombo, Messrs. Abdulla and J. H. Kerr; from Singapore, Dr. S. Takana and Mr. K. Klinger.

Per *Empire*, from Sydney, &c., Messrs. F. J. Fisher, V. Ellcanger, Mrs. Hancock, Mr. and Mrs. W. de Berigny and 2 children, Messrs. R. H. Matthews, Stubbs, Miss Salkeld, Miss Clonan, Miss E. Abbott, Miss C. Green, Mr. and Mrs. T. P. Anthony and 2 children, Miss Illingworth, Mr. D. Mure Wood, Mr. and Mrs. C. Smith and child, Mr. and Mrs. H. N. Pope, Mr. S. C. Collier, Sir Jas. and Lady Fairfax, Miss Fairfax, Mrs. E. E. Griffiths, Mr. and Mrs. C. Hughes, Hon. J. and Mrs. Cameron, Miss Cameron, Mr. D. C. Cameron, Miss D. Elms, Messrs. J. B. Sutton, A. W. Jolly, Mrs. J. Sampson and child, Messrs. J. E. S. da C. C. Brauc, F. H. Silva, A. A. Ferreira, J. F. Gomez da Silva, S. A. E. P. d'Aranjo, Mr. and Mrs. L. Salles and 2 children, Mrs. d'Aranjo, Rev. Mother Sequeira, Rev. M. Lopes, Messrs. Jose M. L. d'Aranjo, F. H. de Mello, D. J. de Carvalho, Jose Lucas, J. C. Ferra, A. L. Sophia, M. Agudo, S. de Silva, S. da Rocha, G. S. Folkard, C. La Mahe, J. H. R. Mason, W. J. Turnbull, and Mrs. A. Zeeder.

Per *Salazie*, for Hongkong from Yokohama, Dr. and Mrs. Hayes and child, Miss Dickson; from Shanghai, Messrs. Claret Elolet, Robinson, G. P. Perier, Mr. and Mrs. A. Kraentler, Messrs. Krusi, E. Sharp, Scott Young, Bologawoi, Silva, Percy Smith, Jose Oliver y Font, Dyer Ball, Mr. and Mrs. Merson, Capt. Hansen, Rev. Athony, Messrs. Joe Bush, Ferrosou, Stainke, Fornero and J. B. Bruce; for Saigon from Shanghai, Mrs. Milen and infant, Messrs. Chierr, E. and L. Grunssett, Mrs. G. Goldstein, Mrs. Adela, Mrs. Agatina, Mrs. Ditannay, Messrs. Lebi an and A. Demoulin; for Singapore from Yokohama, Mr. Couperus; from Shanghai, Mr. and Mrs. Nahinovich, Messrs. Rose, Lisarevei and Chayizeorgeon; for Colombo from Shanghai, Mr. Lebraton, Miss Gelberg, Mr. and Miss Blonstein; for Marseilles from Yokohama, Mr. Weinstein; from Kobe Mr. Comert; from Shanghai, Messrs. J. A. Boyer, Holot, Avemcio, Soler, Mr. and Mrs. Autafon and infant, and Mr. Letelier.

Per *Yawata Maru*, from Australia, &c., for Hongkong, Messrs. J. Campbell, C. E. Young, Mrs. T. Sothorn, Mr. M. Drummond, Miss N. Gray, Mr. L. Bramwell, Mrs. W. H. Timbrell; for Yokohama, Messrs. H. S. Icer, R. Spicer, M. Spicer, Mrs. Ockenden, Mr. and Mrs. MacD nald, Mr. E. Allen, Mr. and Mrs. H. Gibbs, Miss and Master Gibbs, Messrs. Watson, C. Stafford, Dr. Bishop, and Mr. A. G. Hearn.

Per *Bingo Maru*, from Yokohama, &c., for Hongkong, Mrs. G. Hornby and child, Mrs. T. Petrie, Messrs. F. J. Berry, Wm. Irons, J. B. Huggins, F. G. Knhardt, D. Almeida, Misses Benjamin, and Mr. P. Pauls; for Marseilles, Mrs. Schuck, Miss C. M. Hill, Mrs. J. H. Leavenworth, and Mr. C. S. Leavenworth; for London, Master G. Box.

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Per *Yawata Maru*, for Japan, Messrs. R. Spicer, H. Spicer, M. Spicer, Mr. and Mrs. MacDonald, Mr. and Mrs. H. Gibbs, Miss Gibbs, Master Gibbs, Dr. Bishop, Mrs. Cockenden, Messrs. E. Allen, T. C. Stafford, A. G. Hearn, Miss Lida Tarring, Capt. and Mrs. John Howard, Messrs. Hemmits, C. Collins and M. Anderson.

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